

DECEMBER, 1942

The INTERNATIONAL TEAMSTER



Official Magazine
INTERNATIONAL BROTHERHOOD
TEAMSTERS . . . CHAUFFEURS
WAREHOUSEMEN & HELPERS
OF AMERICA

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Merry Christmas—Later

WE ARE facing our second Christmas in our second World War. We are almost certain to pass a third Christmas in this conflict, probably a fourth and possibly a fifth.

Unexpected military reverses in the next few months might so prolong the war that the present generation of children may never know in their childhood the meaning of the traditional greeting—Merry Christmas.

This is not a merry Christmas, here or anywhere else. It is a day of bloodshed, when evil men have made a mockery of the benediction—Peace on earth, good will to men.

It is to exterminate those men who have taken Christmas from our children and good will from our hearts that we are engaged in this war. It is to bring back what this day has always meant to us that we kill on Christmas.

And members of our fraternity are killing, and being killed, this Christmas. Seventy-five thousand members of the International Brotherhood of Teamsters have left their homes and families for the battle front.

The artist's drawing on the opposite page shows how many of our brothers will pass this Christmas. It will not be a day of celebration for them. And it should not be a day of celebration for us at home. It should be a day of grim determination for us, as well as for them.

The war which has taken 75,000 of our members is the most colossal of all time. Victory will require the greatest sacrifices we have ever made. Defeat will bring the greatest suffering we ever experienced.

We have armies in England, Africa, Australia and the Solomon Islands. Our navy is fighting wherever the water is deep enough to float a ship. Our armies will need more men and our navy will need more ships. They need munitions and supplies in staggering quantities.

Those supplies must be produced on the home front by us. If the supplies run short, our armies face defeat. If our armies collapse, our democracy will collapse also and we will be ruled by German and Japanese madmen who have substituted the sword for the crucifix.

There will be no Christmas in a world ruled by a "master race."

And so, while we have lost last Christmas, and this Christmas, and maybe many more to come, we have not lost the understanding of its meaning. We have not lost the appreciation of the peace it typifies.

And thus we fight this Christmas to make certain that peace will come again and that the spirit of Christmas will endure as will the spirit of those who died to bring it back to us.

Bringing Peace on Earth.

75,000 TEAMSTERS



Geo. Olinick -

The INTERNATIONAL TEAMSTER



Official Magazine

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS . . . WAREHOUSEMEN AND HELPERS

Vol. XL

DECEMBER, 1942

Number 1

Labor Slept—Its Enemies Voted!

By Daniel J. Tobin

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HERE are all kinds of alibis by the Democrats because of the so-called landslide of the Republicans in the recent election. Well, I suppose we are also entitled to our analysis or alibi, and our explanation is as follows:

First, the Democratic Party in 1932, under the leadership of Franklin D. Roosevelt, was voted into power because of the unemployment conditions prevailing and the absolute failure of the Republicans for twelve years to relieve the situation.

Millions of toilers were out of work and they were interested in the election and went to the polls and voted for a change. Briefly, the same answer is true now, except reversed.

They Were Satisfied

Millions of voters stayed away from the polls because they had no grievance. They were satisfied. They take things in a commonplace manner and they lost interest in the election. The result was that the opposition, always on the alert, was there to vote, every one of them.

The truest statement that was ever made is that "Eternal vigilance is the price of liberty." In other words,



unless we watch our freedom — the freedom that the workers have gained —unless we have "eternal vigilance," unless we avail ourselves of all opportunities and guard against our enemies, you can rest assured that our liberties, the conditions we have won, will be gradually taken away from us.

The thing that happened to France, which for a thousand years enjoyed freedom—some kind of freedom; at least the right to self-government—was that France went to sleep after the last war.

The French were not vigilant or watchful of the enemy at the door, and Germany built a war machine around them.

The great advances made by labor in this country in the last twelve years have been made by the party that the workers placed in office in both state and nation. It is true there were some rotten branches in that party, but the leaders of that party had sufficient following to put through legislation such as the Wagner Act, the Social Security Act, and many other laws that gave to labor freedom; the freedom which it has enjoyed in recent years.

The men and women of labor, the rank and file, do not seem to appreciate and will not fully appreciate that freedom and liberty until it is taken away from them. And, unfortunately, then it will be too late.

This is almost the only country in the world in which the workers could vote in accordance with their consciences, yet at least twelve million toilers—perhaps five million of them

organized—with their families, remained away from the polls. They took it for granted that everything would be all right. They were too lazy in some instances and too ignorant in many other instances to exercise the franchise that they have been given through the liberty we have won—the franchise that can be exercised in only very few countries throughout the world today — the right to go and, in secret, vote in accordance with their consciences for any individual or party they desire.

Because of this negligence, laziness or ignorance, you can put it down in your little book that the toilers of the nation, if they allow that disease to keep creeping in, will without a doubt lose all the things they have won over years of agitation, education and suffering.

It is true that there was justification for losing interest in some of the representatives in congress who carried the label of "Democrat."

But after all, the majority of those people, led by a fearless humanitarian such as the President, voted right and in behalf of the toilers. There is no perfect institution, but in all the history of our country the workers of the nation had never obtained as much freedom through legislation as they have in the past ten years.

Millions of workers are now enjoying substantial wages and better working conditions, old age pensions and unemployment benefits that they take for granted, that they believe



PRESIDENT TOBIN

are a part of their allotted freedom. They believe that as citizens those conditions are theirs and they cannot be deprived of them.

Those are the kind of unfortunate illusions that are going to destroy us.

Why, only a few years ago we had none of those things we have now. For many years while the writer represented our organization, it was a crime to belong to a labor union in many states.

I worked for twenty-five years representing labor before we had what you might call a decision by the Supreme Court of the United States sustaining labor. Look at the decisions of the Supreme Court in recent years. Our own International Union—not to speak of many others—has had several favorable legal decisions rendered by the Supreme Court.

And still the millions that have come into the labor movement in recent years just simply think they are doing all they are required to do by paying their dues, grudgingly, in many instances, into their locals.

I would not feel so badly about the chastisement of the labor movement, because they deserve it, were it not for the awful price we may have to pay. I hate to see the work to which we have given our lives destroyed and broken and set aside. I am confident it will be unless the workers of the nation wake up.

Take, for instance, the division of labor. There is no substantial reason for it. It would never have taken place were it not for a few men, just a handful, who were overly ambitious or lacked the courage to disagree, when necessary, with their own membership.

Jobs and positions and the hunger for publicity and the jealousy within some of the men of labor—not all—is the cause of the division in labor.

One of the reasons the writer of this article is happy that he is not holding any government position in which he would have to make decisions, is because he knows that the men who are shaking his hand now would burn their tongues off in criticism of him and their hearts would ache with jealousy.

That's the price a man of labor has to pay—not to the enemies that labor may have on the side of capital—but to the people within our own fold.

We have some of the finest men that can be found in any walk of life representing the labor movement in America, and we have some small, selfish, cowardly individuals also representing labor, locally and nationally. Perhaps this is true in any other vocation.

Perhaps it is correct to say it is true even within the church. It is certainly true in politics. Many politicians care nothing for their constituents except to vote to preserve themselves in office. In many large corporations the efficiency of those corporations is due to the fact that there is real leadership—and jealousy, if it arises—is trampled underfoot.

However, it is not yet too late for the men of labor, whom the rank and file will follow when the leaders are right, to recover the ground lost in the recent elections. But they had better wake up and not lull themselves to sleep.

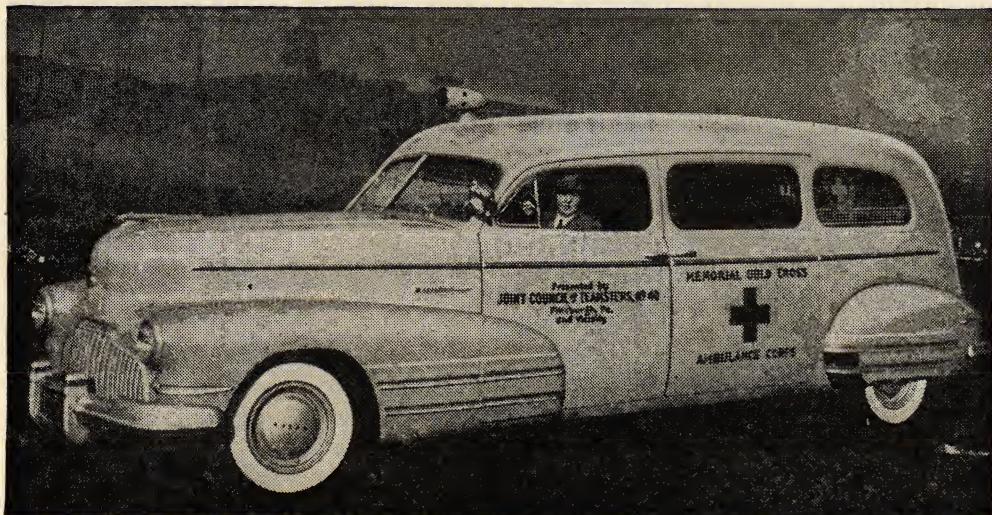
The men and women of labor must be pioneers or missionaries or leaders in the field of public life if they deserve to be called labor leaders; and they must educate the rank and file, many thousands of whom recently came into our unions. It is the duty of the rank and file to follow and support the men in public life running for office, no matter what party they belong to, if those men are sincere, human,

real friends of the masses of the toilers of the nation. I repeat that it is depressing and discouraging to find that hundreds of thousands of organized workers made no effort themselves to vote, and certainly made no effort to get their wives and friends

to the polls to support many of those seeking political office or re-election who had proved to be our friends.

The men and women of labor should allow this motto to sink into their brains and their hearts—"Eternal vigilance is the price of liberty."

Pittsburgh Donates Ambulance — Gives \$150,000 to War Fund



—Pittsburgh Police Photo by P. A. Verzalla.

A MODERN ambulance costing \$4,500 has been donated to the Memorial Gold Cross, a women's civilian defense organization of Pittsburgh, by the Pittsburgh Joint Council of Teamsters.

It will be available for use in emergencies affecting either the city as a whole or individual citizens. Aside from this gift, the affiliates and members of the joint council have donated \$150,000 to the Community War Fund.

The Pittsburgh Teamsters turned out 7,500 men to participate in the first scrap drive of the defense council on November 1 which was followed

by another drive later in the month.

The results will be announced shortly, according to the promotional committee of the joint council, comprising Harvey Bierman, Meyer R. Rosenthal and Edward Ley.

"We have done something for the Teamster movement in this vicinity that should go down in history," the committee reported to the International.

"Our brother members of this great International who cannot serve in the armed forces are doing their utmost in helping win this war, not only in collecting scrap, but in buying bonds at every opportune moment."

Milk Drivers Aid Conservation —

St. Louis Uses Horses—Saves Gas

By Patrick J. Burke

Business Representative, Milk Wagon Drivers' Union No. 603, St. Louis

AS THE operating workers who bring milk and dairy products to the homes of America under war conditions, we have a three-fold job as our contribution to today's most important job—*winning the war*.

First—We must give our customers the best possible service and maintain an uninterrupted flow of milk and dairy products at this time when proper nutrition, when the slogan—U. S. Needs Us Strong—means so much, for no other single food plays such an important part as do dairy products in this vital job of protecting the health of the nation.

Second—We must cooperate both in our personal and business lives, in every way possible, with the conservation measures made necessary by the war conditions. In business this means honest and sincere willingness to help management carry out the various emergency expedients now necessary to keep service at the best possible levels with every assurance that such cooperation will help to win the war and win for us and for management a better understanding of each other.

We must recognize that this is now a matter of give and take for the common good of all; ourselves, our companies, our customers and our country.

Third—We are all judged by our actions—the job of winning this war is bigger than any one man or any group of men—it is the biggest job our country has ever faced and we, as a vital part of the services of the

nation must do our part without thought of self until the job is finished.

Perhaps the most important conservation move facing the country today is the vital one of rubber and gasoline and oils—all of which we have been using in increasing volume under peace time—and which we will again use in enormous volumes when our fighting armies no longer need the rubber, oil and gasoline for their job.

It can be done and it is a dual job for management and our organization. Here is how it has been done through such intelligent cooperation in St. Louis.

DAIRY A—Through a realignment of distribution centers enabling them to substitute horse-drawn vehicles they have gotten 37 per cent rubber and oil conservation.

DAIRY B—Following the patterns of Dairy A, has already secured a conservation of 52.8 per cent in rubber and oils with further conservation ahead as more equipment is changed over.

Such changeovers can only be made effective through the mutual cooperation of all members of the organization from the highest ranking executive to the newest replacement member of the drivers.

We, the members of Milk Wagon Drivers' and Inside Dairy Workers' Union No. 603, know that this can be done—we are doing it—we ask all other locals to try to do the same, if possible—as our contribution to the biggest job we have ever had or will ever have—helping to win this war.

7-Day Milk Delivery Continues

War Labor Board says savings in delivery costs effected by reduced mileage should be used to protect labor and to lower price of milk to the public

SAVINGS in the cost of milk deliveries resulting from reduced mileage should be used to protect the employees and to reduce the price of milk to the consumer according to a recent order of the National War Labor Board, which paved the way for continued daily delivery in three Atlantic Coast states.

The order was issued in the milk controversy in the metropolitan area of New York City, including parts of New Jersey and Connecticut, after a hearing before the entire board.

Because of the conflicting claims of the three Teamster unions involved (Locals No. 338, 584 and 680) and the employers, the board decided to appoint a three-man commission to be known as the Metropolitan Milk Distributors' Commission with full power to run the milk industry of Metropolitan New York for the duration of the war.

Does Not Save Rubber

This commission comprises Chairman Ralph T. Seward, A. E. McDonough representing labor, and Donald Pendleton representing employers.

The appointment of the commission and the order of the National War Labor Board was a sequel to the decision last summer of Hugh E. Sheridan, special representative of the board.

After a hearing of the evidence in the case, Sheridan ruled that the alternate day delivery of milk advocated by the employers did not conserve rubber as ordered by the ODT

and he thereupon directed the employers to deliver milk at least five days a week.

The employers appealed Sheridan's decision to the entire War Labor Board. At this hearing they justified Sheridan's decision and refuted their own arguments when they offered the union a six-day delivery.

Continues Daily Delivery

The unions, while maintaining their position that mileage could be reduced 25 per cent by the elimination of wasteful practices, accepted the six-day plan provided it included a five-day work week without reduction of pay in order to absorb the riders and other relief men who would be displaced by the six-day plan.

The board, however, decided that the issues could best be settled by a commission devoting its full attention to the problem. Therefore, the commission was appointed and immediately continued the seven-day delivery plan in operating pending thorough study.

In other words, the commission had accepted the union contentions that seven-day delivery can be maintained and mileage can be reduced 25 per cent if the employers want to do it.

Must Use Horses

Whether the full seven-day delivery continues will be decided by the milk commission on December 16 on the basis of mileage reports kept by the companies and checked by the unions.

The commission specifically direct-

ed the employers to substitute horse-drawn, steel-tired vehicles for trucks wherever possible. It further directed them to reduce mileage of trucks 25 per cent under the corresponding month of 1941, as ordered by the ODT.

The companies were ordered to eliminate the paralleling of routes and to curtail services and schedules to whatever extent is necessary to cut the mileage.

On December 16 each milk company must file with the commission "a specific and detailed statement of the precise steps it has taken to reduce its mileage in compliance with this order."

"The union shall likewise file with this commission on December 16 a specific and detailed statement of the steps which it has observed taken by each company to comply with this order."

Unions Check Mileage

Daily and weekly reports of operation shall form the basis of a notarized statement by each company of the total weekly mileage of each truck.

The unions were ordered to appoint and file with the commission the name of a representative at each point of loading "who shall be responsible for obtaining from each retail, wholesale or other driver a statement of the mileage operated each week from the effective date of this order to December 16, 1942."

On the analysis by the commission of these reports will depend whether the seven-day delivery is maintained.

The unions are confident that the analysis will show the required savings on the seven-day delivery, but in any event, they do not anticipate any reduction below a six-day delivery.

The commission order stipulated daylight deliveries. Wholesale routes in the New York City area shall not leave their last point of loading before 6 a. m. although special permission may be granted on routes exclusively handling milk for consumption on the premises of customer.

Give Customers a Break

Retail routes in the city area may leave their points of loading at any time after 2:15 a. m. but shall make no wholesale deliveries before 7:00 o'clock.

In the New York suburban area, no wholesale or retail route shall leave its point of loading prior to 7:30 a. m. In the New Jersey area, routes are permitted to start an hour earlier.

The original order of the War Labor Board setting up the commission stated flatly that employers should not be permitted to pocket the savings in delivery costs brought about by the war order of the ODT.

Here's what it said:

"Savings directly resulting from the application of an order should be used to afford employees reasonable protection against losses of earnings and jobs.

"Savings remaining after such provision has been made for employees should be passed on to consumers in the form of lower prices."

Just a Maas of Misinformation

Congressman Melvin Maas of Minnesota said we were taking a licking in the Solomons. Was that why he quit the Marines and went back to his desk in Washington? But the boys seemed to take heart when Maas left. They kicked the Japs all over the place. Maybe it hurt their morale having an officer to lead them who voted against most of the defense measures that came up in congress.

Anyway, events proved Maas was wrong as usual.

ODT Meets with Labor Industry

— Educational Program Proposed

A BROADENED program of government-industry-labor cooperation was inaugurated in Washington on November 18 when federal officials sat down with representatives of both the Teamsters' Union and the American Truck Owners' Association to consider problems of over-the-road operations.

The session was a pronounced success and proved the logic of the argument long advanced by the International that it should be called in with industry to consider the effect of contemplated federal orders.

Heretofore it has been the practice of the government departments to call in the representatives of labor and industry separately, with the consequence that neither knew what the other had said, and confusion frequently resulted when the regulations were announced.

Curtail Pleasure Cars

The method was tried out in Washington at the meeting of the labor-management committee for over-the-road trucking. Participating were representatives of the Interstate Commerce Commission and the Office of Defense Transportation.

Problems such as light return trips and the speed limit were discussed. The Teamsters raised strenuous objection to any curtailment of delivery services until drastic economies have been forced on the 24,000,000 pleasure cars in the nation.

"Every one of these cars should be stripped of its tires before one truck carrying war materials is forced off the highway," asserted President Tobin.

"We will cooperate to the limit in any necessary reductions in operations but we cannot consent to the curtailment of vital operations while millions of pleasure cars are burning up rubber carrying women to bridge parties and men to football games."

Radio Program Planned

The argument made a deep impression in view of the fact that the railroads are staggering under their wartime burdens and the economic requirements of the country are resting heavier each day on the commercial trucking system.

Because of the gravity of the rubber situation, the meeting favored a nation-wide educational program in the care of tires. It will be sponsored by the Office of Defense Transportation with the cooperation of the Teamsters and the truckers.

It was first broached by the operators who pointed out that more rubber could be saved by the scientific care of tires than by the 35-mile speed limit.

They proposed a national program to educate truck drivers, garage mechanics and service station attendants in the care of tires. The plan was enthusiastically approved by Otto S. Beyer of the ODT.

President May Broadcast

The plan is now being perfected and, according to preliminary discussion, it will open with simultaneous meetings of Teamsters, operators and federal and industrial experts in all parts of the country.

A nation-wide broadcast, sponsored by the ODT and possibly featuring a

short talk by President Roosevelt, will open the campaign and will be tuned in to each of the meetings. They will then proceed to develop their local program after consultation with experts to be made available by the government and the rubber industry.

Points to be stressed will include careful starting and stopping, proper inflation of tires, careful loading of equipment to avoid strain on any one wheel, jumping curbs, care on curves and rotating of tires.

Truck operators raised objection to the 35-mile speed limit, claiming it caused strain on tires and wear on motor parts, but the Teamsters pointed out that if the speed limit was raised to meet the present gear ratio

of modern trucks, more rubber would be wasted in speeds of 50 and 60 miles.

They urged a uniform speed limit for all classes of equipment and pointed out that 35 miles per hour had been determined after exhaustive study as the fastest speed consistent with saving rubber on the scale necessary.

All questions raised concerning new regulations or modifications of old ones were handled with dispatch by the meeting of the government-management-labor meeting.

Because of the success we attained, the International is now renewing its insistence that the plan be extended in scope to include all branches of motor transportation such as milk, bread and other light truck deliveries.

No Color Line in Teamsters' Union

THERE is no line, insofar as the colored race is concerned, in our organization. Some of our best members belong to the Negro race. They are good workers. There is some slight misunderstanding yet in some of the southern states on this point, where we have a few local unions—not very many—consisting entirely of Negroes.

The Negroes want this condition, but gradually we are trying to overcome this and we have succeeded substantially. If a man is working beside you shoveling coal or driving a truck, he is entitled to the same wages and conditions that you are.

The Negro, from our experience, has made a good union man wherever organized, and it is the duty of our

general membership to see to it that he enjoys the same conditions for the same kind of work and is given the same understanding and consideration when grievances occur, as any other member. We are happy to say that this condition prevails almost universally within our organization.

It will be well for our people to read what was said by our general president at the Toronto convention of the American Federation of Labor in answer to a delegate representing the Sleeping Car Porters, where he praised the trade unionism of the Negro and where he made the further statement that we have more Negroes in our organization, enjoying our trade union conditions, than have the Sleeping Car Porters.

"*Nobody Knows How Dry I Am,*" thought Senator Josh Lee of Oklahoma during the recent campaign. But the voters found out how dry he was when he tried to sneak prohibition through congress again. They decided he was all wet. Now he is all through.

Associated Industries Defeated by South Dakota Local

How a struggling little Teamster local with only 79 members challenged and defeated the Associated Industries and the Hearst mining interests in South Dakota is revealed in a stipulation of the National War Labor Board.

It does not reveal all of the story, however. The rest is told in the report of Ernest Knight, business agent of Local No. 871 of Rapid City, South Dakota.

As a result of the action of the Rapid City Teamsters, all of organized labor has won an outstanding victory in the state and has developed a method by which professional anti-union agitators may be checked throughout the rest of the nation.

Act for Machinists

The power of Hearst and the Associated Industries was officially challenged last spring when charges were filed with the War Labor Board against the Buckingham Transportation Company of Rapid City and the Associated Industries.

The action was taken in the name of Lodge No. 1184 of the International Association of Machinists, but the Teamsters were largely responsible for the showdown and did most of the work of obtaining the evidence.

Originally the affair was merely another controversy between a union and an employer.

But when the Associated Industries injected itself into the case in support of the Buckingham Transportation Company, the Teamsters began an investigation of the Associated Industries.

Knight reported that they obtained a list of the members of the Associated Industries and discovered them to be almost exclusively long-standing enemies of unionism.

So the Teamsters broadened the scope of the controversy and made the Associated Industries a party to the dispute. They filed charges against them and their evidence was so complete and irrefutable that the case was settled out of court with both sides agreeing to a decision which completely exposed the Associated Industries.

Aside from recognizing the Machinists as the bargaining agent for its employees on the Buckingham payroll and ordering the company to desist from all coercion against union members, the War Labor Board issued the following sweeping orders against the Associated Industries:

"Cease and Desist"

"Associated Industries of Rapid City and its representatives, officers, directors, committee members, agents, successors and assigns, when acting severally, jointly or in concert with Buckingham Transportation Company, a partnership, or any other employer, as agent for or in the interest of Buckingham Transportation Company, a partnership, or any such employer, shall:

"A. Cease and desist from:

"1. Refusing to bargain collectively with Lodge No. 1144, International Association of Machinists, affiliated with the American Federation of Labor, as the exclusive representative of all machinists, apprentices,

and helpers at the partnership's Rapid City, South Dakota, terminal in respect to rates of pay, wages, hours of employment, and other conditions of employment;

"2. Soliciting and collecting funds from Buckingham Transportation Company, a partnership, or any other employer, to be used in whole or in part in interfering with the rights guaranteed in Section 7 of the Act (National Labor Relations Act);

"3. In any other manner interfering with, restraining or coercing the employees of the Buckingham Transportation Company, a partnership, or any other employer, in the exercise of the right to self-organization, to form, join, or assist labor organizations, to bargain collectively through representatives of their own choosing, and to engage in concerted activities for the purpose of collective bargaining, or other mutual aid and protection, as guaranteed in Section 7 of the Act.

"B. Take the following affirmative action which the board finds will effectuate the policies of the Act.

"1. Immediately send notices in writing through the United States mails to all its members, contributors, supporters, and those carried on its mailing list, including Buckingham

Transportation Company, a partnership, stating that it will not engage in the conduct from which it is ordered to cease and desist above;

"2. Publish, either in news or in advertising space in a daily newspaper of general circulation in the Rapid City, South Dakota, area, a statement that it will not engage in the conduct from which it is ordered to cease and desist above;

"3. Notify the regional director for the Eighteenth Region in writing within ten days from the date of this order what steps have been taken to comply herewith."

Knight said that the order was a tremendous aid to labor in the state and that further improvement in conditions is expected as a result of President Roosevelt's gold-mining order. Knight said that the Hearst mining interests have dictated the policies of the section for half a century.

The tremendous handicap under which labor acted in its fight with the powerful industrial organizations is illustrated by the fact that Local No. 871 is the only union in Rapid City which maintains a full-time business agent and an office.

For that reason most of the work fell on the Teamsters. The decision of the War Labor Board is permanent proof of how they performed it.

Teamsters Win Brewery Election, 172—6

WHEN the employees of Drewry's Brewery in South Bend, Ind., deserted the Brewery Workers' Union and joined the Teamsters, the officials of the outlaw brewery union cried that coercion had been used and that the employees did not really want to belong to the Teamsters.

Well, they held a labor board election in the plant last month and the

results showed that the Brewery Workers were lying as usual when they made those charges.

The result was 172 to 6 in favor of the Teamsters.

"The brewery employees came into our union under their own power and it looks as though they intend to stay here," commented President Walter E. Biggs of Local No. 364.

Republicans Jangle Their Spurs —

Where do We Go from Here?

By Lester M. Hunt

THE Republican party is jangling its spurs. It thinks it is back in the saddle again. It is getting ready for a ride.

Our only question is—where do we go from here?

On the answer to that hinges whether the Republican party takes a ride in 1943, or gets taken for a ride in 1944.

If the Republicans think they are going to ride back to the "good old days" of isolation and malnutrition they are nuts. We have had enough of "normalcy." We remember too well what they gave us in Harding and Teapot Dome.

We kept cool with Coolidge but we did work up a sweat looking for that Hoover chicken in every pot. The era of American history between Harding's teapot and Hoover's pot provides most of the arguments Hitler used against democracy.

It's Hard to Forget

That era in American government is hard to justify. It is harder to forget. It was Republican from start to finish. It was the aftermath of the last World War. It followed the Republican victory in the congressional elections in the middle of President Wilson's last term, while we were still at war.

On the basis of that victory, the Republicans elected Harding, Coolidge and Hoover. One more Republican administration like those might have plunged this country into revolution.

It was a period of "rugged individualism" but whenever an unemployed worker asserted his individualism too ruggedly, a policeman clouted him over the head with a club.

It was a time of "noble experiments" in prohibition and economics which saw criminals and capitalists rolling in illicit wealth and evading the taxes to provide hungry men with food.

They Sank Our Navy

But while those Republican administrations were rugged and ruthless with American citizens, they were timid and vacillating with the citizens of Germany and Japan.

An unemployed worker couldn't talk the administration out of a job or a meal but the international politicians talked it out of our navy.

The Republicans actually sank some 15 battleships and seven cruisers and prated about their "humanity" while millions of their fellow countrymen clenched their fists and watched their children grow thinner and thinner.

The ships they sank were not blueprints. They were battle wagons, actually afloat, with guns on their decks. Could we use those ships today? Ask the Japanese emperor who smiled when he saw them sink, and moved the pins on his battle map closer to Pearl Harbor.

While American ships were going down to the bottom, Japanese ships were going down the ways.

That was a generation of American

diplomacy which almost brought an end to American democracy.

And now the Republicans think that history began repeating itself with the election last month. Some of the same men who wrecked the program of President Wilson to enforce international peace are now raising their heads again.

Let Germany Rearm

The very men who helped modify the Versailles Treaty every time Germany complained about it, are interpreting the recent election as a verification of their views.

Pro-German newspapers that discredited President Wilson are discrediting President Roosevelt. They write boldly in their editorials that the menace to America is Roosevelt's New Deal, not Hitler's New Order.

They seem to think that we are going to be kidded out of winning this war as we were kidded out of winning the last one. If we had really won that one, we wouldn't have this one.

From one end of the country to the other, Republicans have been encouraging groups of citizens to agitate against every war measure imposed by the government.

They have fanned discontent to bring them political reward. And the partial success they obtained stimulates them to greater effort. They were elected by beating their breasts for a more vigorous war. Yet all the time they complained against every war measure as a needless infringement of their personal liberties.

On the basis of that record, we ask the Republican party to answer our question—where do we go from here?

If it wants to go anywhere, it will have to decide what it stands for and who its leaders are.

Does Senator Robert A. Taft of

Ohio represent it when he conceives it his "patriotic" duty to urge people to defy the laws of the government?

Or does Gov. Harold E. Stassen of Minnesota when he resigns his office and joins the navy to fight for his country? Which one do the Republicans repudiate? Which will they follow?

If the Republicans think they are going back to anything, they are badly mistaken. We are not going backward after this war. We are going forward. And we intend to elect men in 1944 who will lead us forward; men who have caught the vision of Vice-President Henry A. Wallace and who realize that this war is not a football game or a prize fight, but the Gethsemane of the human race from which we rise to divine destiny or lie entombed in a sepulchre of slavery.

If the Republicans really want to win the war as they said they did in the campaign, the time to show it will come when the next congress convenes.

We Trust Roosevelt!

We will watch what they do and on their actions we will judge them. If they are thinking about victory for themselves in 1944, they had better begin worrying about victory for us in 1943.

They will not contribute to victory if they try to do to Roosevelt what they did to Wilson.

The common people trust Roosevelt. They respect him. They admire him. They are not going to see him kicked around.

And before the Republicans start sitting on their eggs they might remember that we elected him three times and that unless they can restore themselves to public confidence, we may decide to MAKE IT FOUR, IN FORTY-FOUR.

Tobin Called the Turn!

—Speech Forecasts Drastic Changes

ALREADY the address of President Tobin over the radio and the information he gave relative to conditions in England, has had its effect in Washington. Of course we would not be presumptuous enough to say that the statements made by President Tobin were the cause of the very drastic changes made in recent weeks.

In President Tobin's address over the air he stated:

"I was advised of a statement made by Sir Kingsley Wood, chancellor of the exchequer, that only 80 people in Britain now receive over \$25,000 a year, while in 1938, three years ago, there were 7,000 receiving over \$25,000 a year."

You will notice that within the last few days Economic Director James F. Byrnes, who has resigned from the supreme court to take over this tough job, has issued an order that beginning next January all salaries must be not more than \$25,000. We are sure that Director Byrnes heard or read President Tobin's address on this subject.

Then further on in the same address President Tobin made this statement:

"There are hundreds of thousands of married women who have one child or one dependent and whose husbands are also in the military forces, who are employed in every possible kind of work dealing with the war. All single women are subject to any draft for service, except carrying arms, the same as men.

"For instance, I found women in munition plants doing the work of men. In large production bomber plants I found 60 per cent of the employees were women. I found women doing intricate mechanical work that almost astounded me. I found women running electric cranes.

"Those women, many of them with

high school educations, who never had done this work before, were trained to become competent workers in a period of six months. The main woman operator has an assistant, who serves a kind of apprenticeship, and in a short period the apprentice becomes an operator.

"I talked to some of those women. The average age is about 25 years. Most of them never worked at manual labor; many of them come from well-to-do families; but the spirit of patriotism and their realization of the great dangers confronting their nation is so great that I failed to find one person in the hundreds to whom I made myself known as the representative of the workers—I repeat, not one of them had any complaint."

Mrs. Roosevelt Braves Danger

You will hear a good deal about women workers from Mrs. Roosevelt, who is doing a splendid job, even in going over there—a woman of her age, exposing herself to the many inconveniences and dangers of such a trip to the war zone. Perhaps you have noticed what President Roosevelt said recently about women workers in our country—that it would be necessary to have every woman that was able to work and could be spared, engaged in some war work.

You remember what President Tobin said about a regulation of foods in England:

"The government has taken full control of nearly all food products, and those food products are rationed scrupulously to the masses of the people."

You noticed within the last few days that you are going to have meat very scrupulously rationed to you; and tea and coffee are now being rationed.

President Tobin said in regard to taxation in England:

"The earnings of corporations and wealthy individuals have been so thoroughly taken away by taxation that it amounts to almost complete confiscation of salaries and profits. Still those big men do not complain; they know what would happen if England was crushed."

Well, this tax bill, which has just been approved, adds much more taxation to corporations and incomes than before, but next year look for another

tax bill when the new congress convenes that will be even more severe; and if the war goes on, all taxation will be increased, as it should and must be, because, as President Tobin has said, the people in England are not kicking, because they realize if they lose the war they lose everything.

The people of America must begin to feel the same way about these things in order to win this war.

Minneapolis Driver Heads C. L. U.

THE Minneapolis Central Labor Union now has a Teamster as its president, for the first time in its history. He is William V. Sinnott, business agent of Local No. 471, Milk Drivers and Dairy Employees. He is also a vice-president of the Minnesota Federation of Labor.

Sinnott succeeds John Boscoe as president of the metropolitan central organization. Boscoe was transferred from Minneapolis by the International Printing Pressmen's Union to fill another post for that organization.

At the time of Boscoe's resignation, Sinnott was vice-president and moved up to fill the vacancy. He will serve until Boscoe's term runs out in February.

Local Teamsters are so pleased with the idea of having a man at the head

of the Central Labor Union who thoroughly understands Teamster problems that they are planning to prolong his term. As one of the largest and most active affiliates of the Central Labor Union, they believe that they should receive recognition after all these years by having one of their own as president.

Sinnott is a veteran in union activities. He joined the Iron Moulders' Union in 1910 and in 1922 he became affiliated with the Milk Drivers and has been active in its ranks since that time.

In 1937 he became business agent of Local No. 471 and in that position has served the membership faithfully. In his new position as head of the Central Labor Union he will serve more of labor just as faithfully.



WILLIAM V. SINNOTT

A tender German sentiment taken from a letter to a soldier on the Russian front from his wife: "Send me some women's and children's clothes. I don't mind if they are a little bloody."

Teamsters Have Big Stake in Conservation of Trucks

By Otto S. Beyer

Director of Transport Personnel, Office of Defense Transportation

MEMBERS of the Teamsters' Union have a big stake in the Office of Defense Transportation's efforts to keep the country's 5,000,000 trucks rolling. Truck conservation — and that doesn't mean merely proper maintenance — represents two kinds of insurance—job insurance and democracy insurance. The more trucks that go out of service, the fewer jobs there will be and the fewer the chances of winding up this war in a hurry. Those 5,000,000 trucks must be kept rolling.

In order to cooperate intelligently in this program, members of the Teamsters' Union should be familiar with the various steps taken by the ODT to conserve the country's trucking facilities. The ODT's actions fall into three general classifications—regulatory orders, maintenance promotion, sponsorship of labor-management cooperation.

Orders Affecting Trucks

There are five principal orders affecting the trucking industry.

General Order No. 3, revised, governs over-the-road operations of common carriers. This order requires carriers to use "due diligence" in an effort to maintain full loads at all times and makes it mandatory that trucks be loaded to capacity on a "considerable portion" of either the trip out or the trip back.

If a truck does not have a full load, the operator or driver is required to check with the nearest Joint Infor-

mation Office or with other carriers in an effort to obtain a full load. If the truck is empty and no load can be obtained, the owner or driver must offer to rent or lease the truck to another carrier having property to transport over the route.

General Order ODT No. 6 governs local delivery services of common carriers, and General Order ODT No. 17 governs all operations of contract and private carriers. These orders prohibit special deliveries, call-backs and more than one delivery from the same point of origin to the same point of destination on the same day, except under certain specific conditions.

Requires Information Offices

They also require a monthly mileage reduction of 25 per cent as compared with the corresponding month of 1941, after deductions resulting from the elimination of prohibited services.

General Order ODT No. 13 provides for the establishment of Joint Information Offices at principal traffic centers throughout the country to assist carriers in complying with ODT orders.

General Order ODT No. 21 requires that all commercial motor vehicles—busses and taxicabs as well as trucks—carry certificates of war necessity. The certificates will limit the number of miles vehicles may operate and the amount of gasoline that may be purchased. Without a certificate for each vehicle, no operator may lawfully

purchase gasoline, tires or spare parts. Any police officer is authorized to report violations to the ODT.

In order to promote better maintenance of vehicles, the ODT has sponsored the establishment of the U. S. Truck Conservation Corps. Every operator who joins the Corps is given a red, white and blue emblem to display on the right-hand cab door of each of his trucks, indicating that he has pledged to cooperate in the preventive maintenance plan according to rules laid down by ODT. Every member of the Teamsters' Union should cooperate in this program as a matter of course.

The third phase of the ODT conservation program is labor-manage-

ment cooperation. Here is a rich field for members of the Teamsters' Union. The men who drive the country's trucks know how to save mileage and equipment, and they should lose no opportunity to make use of this knowledge now. A number of labor-management committees already have been formed and are bringing excellent results. The possibilities for conservation of present trucking facilities through the operation of such committees are unlimited. Every Teamsters' local should make an effort to bring about the establishment of such committees and should follow through with constructive efforts to cut down wear and tear on existing equipment.

Labor Wins with Murray in Montana

SENATOR James E. Murray of Montana, strongly supported by organized labor, won a close election last month in spite of the opposition of Senator Burton K. Wheeler.

Wheeler played with the Republicans in Montana as he has in Washington. He tried to elect the brother of Jeanette Rankin, the pacifist congresswoman who couldn't bear to vote for war with Japan.

Murray felt keenly the loss of 40,000 organized workers who have

left Montana to work in the war industries of other states. Another 20,000 were in the armed forces.

But even with this handicap, Murray defeated the machine of Wheeler and the machine of the Republicans. Murray may settle his score with the state Republicans two years hence by running against Gov. S. C. Ford for governor of Montana. If he wins, he would resign as senator. As governor, he could appoint his successor in the senate.

Little Cincinnati Local Buys Big Bonds

DEPARTMENT Store Drivers' Union No. 161 of Cincinnati is a small local, but it is playing a big part in war work, according to the report of Secretary James J. Crowe.

With a membership of only 165, it bought \$10,000 in War Bonds out of its treasury last month and the members are buying them individually with 10 per cent of their pay. Most of

the members have taken first-aid courses to fit themselves for the important role they would be called on to play in case of air attack or disaster.

Many members of the local act as first-aid instructors in their spare time, Crowe said.

Fifteen members of the union have entered the armed services for active duty in the emergency.

Specialized Hauling Recognized —

Steel Contract Covers 3 States

By Irvin S. Lippe
Editor, The Indiana Teamster

A MEETING of far-reaching importance was held in Cleveland recently for the purpose of formulating a uniform labor agreement for mid-western Teamsters engaged in steel hauling.

The meeting was called by International Organizer Edward Murphy and was attended by representatives of local unions in Ohio, Michigan and Indiana that embrace this kind of operation.

Steel hauling is a highly-specialized branch of over-the-road freight and should not be confused with the cartage of finished manufactured products. For the purposes of the contract, it is defined as "transportation by any company of the following items of steel: band, bar, billets, pipe, hoop, plate (terne), plate (tin), rods, sheet steel, steel tubing, strip steel, wire, skelp, structural and angle."

Minimum Scale Set

The contract drawn up in Cleveland will be known as the Steel Transporters' Contract. It was conceived from the over-the-road agreement of the Central States Drivers' Council and many of its general provisions were taken from that pact.

No employer of steel haulers will be allowed to use the Steel Transporters' Contract to cut wages or depress working standards of their general over-the-road freight men, nor can it be used to cover city work unless a special agreement is made with the local union concerned.

Although a higher wage scale exists in most areas to be affected by the

agreement, the following minimums were set forth: drivers of single tandems and semi-trailers shall receive 3.4 cents per mile; drivers of double bottoms, 4.65 cents per mile. The contract provides for overtime pay, seniority rules and general improvement in working conditions.

All Strikes Outlawed

Because of the vital nature of steel hauling to the nation's war effort, arbitration of disputes is made mandatory by the terms of the agreement, which reads: "It is mutually agreed that all controversies between the employer, employee, the union and its members, including differences as to the terms of interpretation of this agreement, shall be settled with the procedure herein provided and that there shall, at no time, be any strikes, tie-up of equipment, slow-downs, walk-outs, or any cessation on the part of the employees of any kind."

A clause like that shows that the Teamsters have accepted fully the wartime responsibilities thrust upon them!

While the agreement has not been signed by all steel-haul employers, the majority in Ohio, Indiana and Michigan have agreed to it.

Heretofore, each local numbering steel haulers in its membership has had its own separate contract governing their conditions and rate of pay. Now the entire industry will be stabilized and placed on a more efficient basis for unions and a more economical basis for employers, according to

those participating in negotiations.

Steven Toth, secretary-treasurer of Local No. 520, East Chicago, located in the heavy steel district of Lake County, Indiana, hailed the contract as an important step. Said Toth: "Now this vital branch of the freight industry will have its own set-up for settling differences and negotiating contracts.

"There's no question but that the putting of this standard agreement into effect will benefit employers, employees and the nation alike. The men

engaged in this difficult type of hauling will now be recognized as working in a specialized field, with a special contract to suit their needs."

Detroit Local No. 299 was the first Teamsters' Union in the country to have a special steel haulers' agreement, having signed one several years ago.

Local unions desiring a copy of the Steel Transporters Contract should write to the Central States Drivers' Council, 10 North Clark Street, Chicago, Ill.

Frisco Warehousemen Advance

WAREHOUSEMEN'S Union No. 860 of San Francisco is making steady progress in the negotiation of wage contracts, according to the report of Secretary Thomas White to International headquarters.

The local has 217 members in military service, which is more than 14 per cent of the membership. White's own son is also in service and is with the Marines now fighting on the Solomon Islands.

"Since July 1 we have been in arbitration on our master agreement covering some 900 members of our organization," White wrote. "We were successful in obtaining a minimum increase of 7½ cents an hour.

"For women order fillers and stock clerks, we have established new minimum scales, with sections of our contracts already signed that wherever women replace men they are to receive the men's scale of pay.

"We have signed an agreement covering the members of our organization employed in the plumbing supply

houses. This agreement gives the members of this organization an increase in pay of 8.8 per cent, amounting to 7½ cents per hour in the lower brackets and 11 cents in the higher brackets.

"We also signed agreements with the shop supply group which provided a minimum of 10 per cent increase with a new classification for women workers."

White reported favorably on negotiations with the Kraft Cheese Company and enclosed a copy of the furniture handlers' agreement concluded by his union.

Local No. 860 has purchased \$8,000 worth of Series G War Bonds and has contributed generously to the Red Cross blood campaign. It is liberally supporting the San Francisco war chest with each member donating one day's pay.

White declared that the membership is being maintained at its previous level despite the attractions offered by war industries.

War always means that the national standard of living has to decline because more and more of our productive effort is expended in the manufacture of weapons of destruction. Labor knows this and labor has proved its willingness to make the sacrifice needful for victory.—*Machinists' Monthly Journal*.

Teamster Papers Violate Orders

— Policies Embarrass International

SOME local Teamster newspapers have embarrassed the International Union and have caused confusion in the war effort by ill-advised and unjustified comment on national affairs.

In doing so, they have directly violated the orders of the International circumscribing their activities. These orders were published in the April issue of this magazine and instructed all Teamster affiliates publishing newspapers to confine themselves to local affairs.

The reason for such a rule is obvious, and its violation has created the situation we sought to avoid.

Decisions on national policy must be left to International headquarters. Nothing but chaos could result from a condition which permitted each local paper to run off at a tangent and adopt its own policy on national affairs without regard to the position of the International Union.

Jeffers Unfairly Handled

Yet, some of these local papers seem to have an exaggerated idea of their importance and have published editorials which conflict with the policy of the International. In some cases this is due to ignorance, in others to irresponsibility, and in still others to the personal ambitions of those directing the policy of the papers.

A glaring example of this was given recently when two Pacific Coast papers published an editorial assailing the appointment of William M. Jeffers as national rubber administrator.

The editorial was unfair and it im-

pugned the motives of Jeffers and of President Roosevelt, who approved his appointment. The author of the editorial knew nothing about Jeffers except that he was a railroad man and on that basis alone, published an unjustified and illogical criticism before he had had an opportunity to show his integrity or ability.

The result was to arouse suspicion among Teamsters in those localities of the sincerity of the national administration. This suspicion was wholly unfounded. In fact, Jeffers proved his fearlessness almost immediately by defying the southern cotton politicians, and there has never been any question of his ability or integrity.

He is undoubtedly one of the ablest men in our government today. In addition to that he is a union man.

Embarrassed International

International Headquarters had appraised the calibre of Jeffers and was well satisfied with his appointment. We knew he would treat the rubber problem fairly and that he would bring to it the executive ability and the knowledge of transportation which made him an outstanding success as a railroad man.

The sudden attack on him by two of our local papers caused the International embarrassment and made it necessary for us to print an editorial in the November issue clearing Jeffers of the unfounded suspicion aroused against him and affirming our faith in his loyalty and ability.

Such a situation cannot be permitted to continue or to be repeated.

The International does not intend

to be made ridiculous by having to answer the silly statements of local Teamster papers. The officers of your International have enough on their minds as it is. They are grappling with problems of unprecedented magnitude involving the future of organized labor, the welfare of our members and the very survival of this country in the greatest war of all time.

Cooperate with Government

The International is dedicated to victory in that war, which necessitates complete cooperation with the government, even to the point of making sacrifices on a scale we never dreamed of before.

The government has been fair with us and we will be fair with the government. It is not being fair to the government to consider every appointment on a selfish or capricious basis. We will insist that any man who fails in the responsibilities assigned him be replaced. No man must be permitted to jeopardize our national safety. But we also insist that every man appointed to wartime positions of responsibility be given a chance to show his stuff.

The attention of all joint councils and state conferences is therefore forcefully directed to the rules of publication outlined in the April issue, which are, briefly, mind your own business.

Confine your news and comments to matters of local concern, and local interest. Do not attempt to run the International or the United States government by remote control.

Any future violations of this order will be promptly dealt with. The general president will take the matter up with the executive board, which may order the offending newspaper to be discontinued as an official organ of

the Teamsters' Union. No paper is serving the interests of the membership when it distorts the policies of the International. These papers are a heavy financial drain on the membership and they must serve the membership.

They are not serving the membership by confusing them or misinforming them. If any local editorial board desires to embark on matters of national policy, authority must be obtained from the International. But it advises now: Confine your material to local or state questions affecting our people.

Many Teamster papers have scrupulously followed the rules of the International and are putting out editions which are a credit to their publishers and of great value to the membership.

These will be encouraged. The others will be discouraged—promptly.

Reduce Mailing Lists

One practice which must be immediately stopped is that of sending out thousands of copies of local Teamster publications to a complimentary mailing list all over the country.

Each paper hereafter must confine its circulation to its own membership and its own territory. The local membership should not be expected to finance a padded circulation of this kind which does them no good and in some cases causes them actual damage and causes arguments in outside districts. What's good in one place may not be possible in other places.

For instance, one of the midwestern papers recently published an article concerning a wage award in which it boasted that the award was some 10 per cent better than the Little Steel formula.

On the basis of that statement, the employers petitioned the War Labor

Board to reopen the case and submitted as evidence the article from the Teamster paper as proof that the award we received was out of line and violated the wage stabilization policy of the government.

The local Teamster paper ignored the fact that the statistical department of the International in Washington, D. C., had made an exhaustive study of the question and had proven that the award was not a violation of the Little Steel formula.

But the local statement gave the employers the excuse they needed to ask to have the case reopened.

As a consequence, the International must go through another hearing and not only refute the claims of the employers, but the foolish boasting of

one of its own newspapers. Local writers, please stop blowing your own horns!

This is another illustration of the damage done by local newspapers who attempt to discuss national affairs on a limited knowledge of the facts and in direct violation of the policies and orders of the International.

What we believed might be a great help to us (the district paper) may turn out to be a Frankenstein.

General President Tobin has been the friend and from the beginning has encouraged those Teamster publications against the advice of some in the International, but unless above policy is observed he may be compelled to stop publication of some of them.

Don't Take in too Many Members

WHAT most of our unions will have to guard against is taking in too many members during this war rush. Remember that those members, two out of every three of them, will be unemployed after the war is over. Remember also that the fellows who have gone overseas or gone into the military or naval service will want to come back and take their trucks, and they are entitled to every consideration as members.

They must be placed back on the

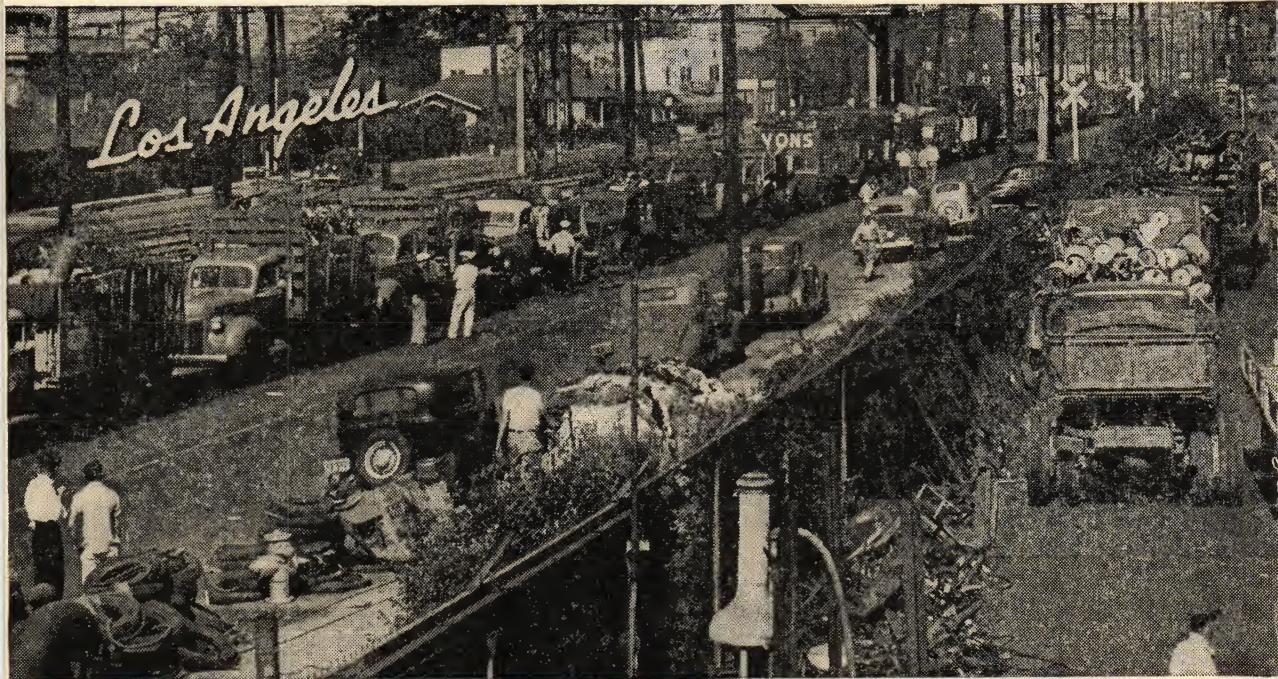
books in good standing, in accordance with the rules governing such procedure laid down by the local union, if said rules do not conflict with the International constitution.

Under a decree of the government, employers must give back their jobs to those leaving their employments and going into the service of their country. Whether this decision is broad enough to apply to local unions and classify them as employers, is something we have not gone into.

Missing Men---From Ships and Shipyards

This war has already cost America's Merchant Marine a total of 2,355 dead and missing as a result of war action. These casualties, composed of 434 known dead and 1,921 missing, were reported during the period from September 27, 1941, to August 1, 1942.

"Records of absenteeism indicate that, on an average, in many yards daily there are 10 per cent of the force unexplainably away from work. Now, when 10 men out of 100 remain home, it doesn't mean that production is lowered 10 per cent. All of the employees whose work is interwoven with the activities of those 10 men are affected, and production drops from 15 to 18 per cent below what it would be if such absences were eliminated. This must be corrected before we can feel fully satisfied with manpower on the job."—*Daniel S. Ring, Maritime Commission.*



Scrap Rolls in from East and West

—Teamsters Win Nation-Wide Praise

ENOUGH scrap metal to replace every American warship lost in action was collected during the recent nation-wide drive to keep the blast furnaces burning.

Converted into ammunition, the scrap is sufficient to sink the entire Japanese navy and provide a breakfast of hot steel for the German people one of these cold winter mornings.

The drive was an outstanding success and much of the credit goes to the Teamsters' unions who cooperated with their employers, the daily newspapers and the general public to pile up the mountains of metal in practically every city of the country.

The Teamsters provided the manpower, the employers provided the trucks, the newspapers provided the ballyhoo and the public provided the scrap.

The job of organizing and publicizing the drive was given to the newspapers by the President. They responded wholeheartedly and turned to the trucking industry for the equipment and men to put it across.

The response of the Teamsters brought enthusiastic tribute from the newspapers, which printed columns of news and pages of pictures showing the Teamsters at work for their country.

It was the greatest volume of favorable publicity ever received by any organization at any one time. The good will it created for the Teamsters was enormous and proved conclusively that whenever anyone calls for volunteers for any patriotic cause, the Teamsters are listening.

In most cities the actual collection of scrap was made on Sunday, with

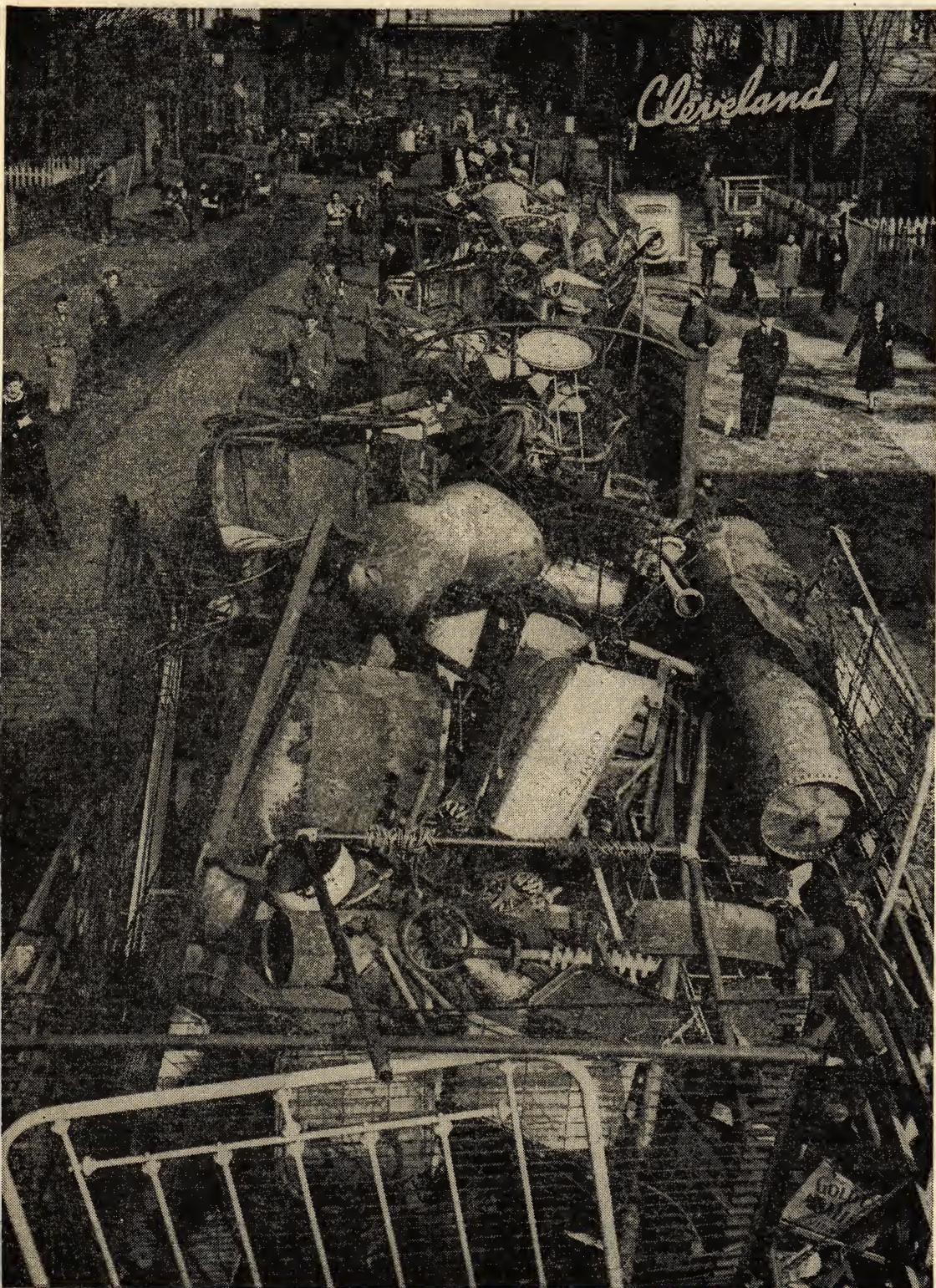


Photo by courtesy of the *Cleveland Plain Dealer*.

the Teamsters donating their labor and the employers donating their trucks.

By advance publicity and instructions, the newspapers had created the public response and on the designated day the trucks rolled out to collect the scrap metal donated from private homes and industries.

The drive answers the immediate requirements of the government for scrap metal for armaments. But it was just a starter. More scrap in greater amounts will be needed before the last American bayonet is rammed through a Jap or a German.

And in the drives to come, the Teamsters will play the same important role that they did in the one just past.

Cleveland Sets Record

The vast amount of vital metal that a big city can disgorge was illustrated in Cleveland, where the drive lasted over two weeks and covered all of Cuyahoga County.

THE TOTAL WAS OVER 50,000 TONS!

Actual collections on the one day which culminated the drive were 7,500 tons.

Here's what the *Cleveland Plain Dealer* said about it:

"This glorious success was announced by Charles H. Kellstadt, co-ordinating chairman of the drive. But apparently it was not so much tonnage that impressed Kellstadt and others who watched the job, as it was the spirit of the men who did the work.

"There were some volunteers who were not members of the organization but the lion's share of the work was done by several thousand members of the A. F. of L. truck drivers' unions under the direction of Edward Murphy, president of the Teamsters' Joint Council and co-chairman.

"The spirit of these fellows was the most marvelous thing I've ever seen," Kellstadt said. "You couldn't have hired these chaps for \$5 an hour to do the work they did for nothing except the love of their country. They tackled the work—and it was work, and rough work at that—with a spirit that warmed the heart. They were a credit to themselves, to their organization and to their community."

Commenting on the cooperation of Local No. 89, of Louisville, Ky., the *Louisville Times* said:

Louisville Local Commended

"A group of truck drivers, strong men who labor and sweat eight hours a day under union rules, worked overtime Sunday—without pay.

"Answering Uncle Sam's desperate call for scrap metal, members of Truck Drivers' Local No. 89 went in front of their headquarters and with a rented acetylene torch cut down the 100-foot, two-ton iron fence which guarded it. It was the first of the 20,000 tons of the quota for Louisville.

"Other labor officials have indicated their organizations, too, would 'help pile up enough scrap to bomb Germany off the face of the earth.'"

The newspaper ran many pictures of the Teamsters at work and gave much credit to the leadership of Business Agent Pat Ansboury.

Butte Ranks at Top

Although Butte, Mont., is one of the smaller cities of the country, it ranked with the leaders on a per capita collection basis by piling up 2,000 tons of scrap, to a great extent through the efforts of Teamsters' Union No. 2.

The union responded wholeheartedly to the appeal for help and its recording secretary, L. H. Bradley, was named colonel of a division of the drive.

In reporting its success, *The Montana Standard* said:

"Special credit is due the operating supervisors whose ability and efforts made possible the cleaning up of most areas before the drive was ended for the day. Col. L. H. Bradley, by his tireless efforts throughout the entire week, has won the praise of everyone."

Teamsters' Union No. 729 of East St. Louis, Ill., won high praise for its work in collecting 500 tons of scrap which yielded \$5,146.06. The money was equally divided between the war chest fund of East St. Louis and the

Service Men's Center, according to Secretary-Treasurer William B. Nichols of the Illinois local.

The *Portland Oregonian* devoted a full page of pictures to the scrap drive there, featuring the activities of Teamster locals. For the total collection of 2,000 tons, Secretary Jack Estabrook of Local No. 206 and Business Agent Olin Harrison of Local No. 162 were cited for special recognition by the *Oregon Journal*.

Seattle collected 10,000 tons and Los Angeles collected 3,700 tons.

Compulsory Bond Buying Expected

ONLY 53 per cent of American workers are investing 10 per cent of their pay in war bonds, according to the U. S. Treasury Department.

Unless this number is immediately increased to 90 per cent of the workers, a compulsory payroll deduction law will be enacted, the department warned.

With the tremendous expense of the second front and the contemplated invasion of Europe, money must be forthcoming on a scale never experi-

enced before by American taxpayers.

The government is determined to finance the war as we go and also to provide workers with a financial cushion of savings to avoid widespread privation at the end of the war.

If the workers won't kick in voluntarily, the government intends to take it. In either case, you will get it back with interest. But the sooner you start buying and the more you buy, the better off you will be when the war ends.

Children Starve in German Death Camps

POLISH children are being worked and starved to death as part of the Nazi campaign to wipe out that nation's people. A report from Stockholm last week disclosed that the Nazis had established another "death camp," a labor prison where Polish children must work 15 to 17 hours per day.

Two days in each week are known as "days of hunger," during which the children are not permitted to take any kind of nourishment, although

they must do the same amount of work as on the other days.

The director of this camp, Adolph Hess, has ordered that any child who falters in his work shall be brutally punished with five days of solitary confinement.

Other camps of this type exist elsewhere in Poland, Bohemia-Moravia, and in Yugoslavia. The camps are part of the Nazi program to exterminate the Poles, Czechs and Serbs.—*WPB Labor Press Service*.

Every War Bond you buy may kill a Jap or a German. Keep on buying to keep 'em dying.

Tobin Answers Willkie

By Daniel J. Tobin

I LISTENED, as undoubtedly you did, very attentively to Wendell Willkie's speech the other night over the air. The anti-administration elements throughout the nation have lavished praise on this address. To my mind it was nothing but a clever political speech, in which this very able corporation lawyer, Willkie, went out of his way to find something to attack, directly or indirectly, in the present administration.

In the first place, Willkie was deeply interested in trying to establish himself as the leader of the Republican Party. Some people think that Willkie sought from the President an opportunity to get away during the campaign of Tom Dewey.

There are other people who think that Willkie was very much disturbed when Dewey got the nomination for governor of New York; and of course now that Dewey is elected governor it will make him an outstanding candidate for the presidency in 1944.

Better Than Dewey

Now personally I have no choice between Willkie and Dewey, except to say—and I have no hesitancy in expressing myself—that Willkie has gone out 100 per cent more strongly in favor of doing everything possible to win the war than has Dewey.

As one who has been over in England and had a mission to perform, we were indirectly advised not to give out too much information as to our movements and our findings, or places where we visited. There were several very important military spots that I visited that I did not dare mention. There were many statements made to

me by prominent leaders in the war and in the government of England that I could not give out to the press or to the nation. For instance, we were not expected to divulge our movements.

Had a Brass Band

Willkie almost had a brass band and three publicity agents telling everywhere he was going to go, and almost telling everything that was said to him. He gave out a statement pertaining to Russia while in Russia, and if an ignorant man had given out such a statement he would have been severely condemned.

To say that Willkie was an individual citizen and had the right to say what he pleased, is not correct. He sought and obtained permission from the President to visit those countries and undoubtedly had certain letters from our governmental officials to important individuals on the other side. I attended a gathering of leaders in industry and government in the Savoy Hotel in London. Amongst the many who were present at this dinner were the following:

- Lord Melchett, of Imperial Chemicals and International Nickel.
- Sir F. Handley-Page, Halifax Bomber.
- S. S. Hammersley, Conservative member of Parliament. Chairman.
- David Brown, gear boxes.
- W. M. W. Thomas, Morris Motors, tanks and airplanes.
- J. V. Rank, flour mills.
- Sir Charles Bruce-Gardner, chairman, British Aircraft Society.
- H. Leslie Boyce, tanks and railway carriages.
- Sir William Rootes, Ministry of Supply, motor engines, aircraft.
- Hector McNeill, Scottish Socialist member of Parliament.
- Sir Patrick Hennessey, Ford's in England.

Lord Sherwood, parliamentary under-secretary at the Air Ministry. Coal.
Sir Adam Maitland, Conservative member of Parliament. Coal.

Sir Frank Spriggs, Hurricane and Typhoon aircraft.

Philip Runciman, shipping.

Eric Bowater, paper manufacturer.

David Robertson, Conservative member of Parliament, fish and cold storage.

I explained in my remarks to these men that it was difficult for them to understand the position of the government or of the President of the United States. I spoke extemporaneously and described how I pictured the President sitting in his office listening to the complaints and appeals of the several governments of the world who were associated with us.

First there were the British statesmen who laid their case before the President; and he, of course, went along, listening to them and endeavoring to explain our position.

All Clamor for Help

Then came the Chinese representative, who made his claim for his country, and the heart of every true American, from the President of the United States down, goes out to the Chinese in their struggle.

Then came the representatives of the trampled Scandinavian countries; then the representatives of Russia, believing that they should come first of all. I was endeavoring to picture what I could see in my mind's eye—what would be happening week after week in the United States.

Included among the representatives calling to see the President were those of Australia, who in some instances claim they are putting up the whole battle of the Pacific. Then the following day came the representatives from South American countries, and perhaps from Canada.

It was fair to assume that none of those men were insincere. There was none of them who did not expect the

United States to do more than it was doing. You couldn't blame them. Their countries, all of them, were suffering.

Facing Huge Task

Then again came the case of the American people. We are expected to have uniforms, arms and equipment for the army, navy, air force, and other branches of the service, not less than eight and one-half or nine million human beings eventually. Let us assume that one-half of this number may be overseas, in some parts of the world, within the next two years.

Let us consider that our ships are being sunk, and that we have to replace not only the sunken ships, but increase the number. Not only are the ships sunk, but the cargoes they carry, which are extremely valuable. There are millions of people in our country who believe we ought to consider first our own men and our own armies and air forces who are fighting this battle.

It takes tons of ammunition, food, clothing, etc., to supply a regiment of one thousand men in a foreign country for a period of one year. We cannot do the impossible in the short space of time since we were attacked in Pearl Harbor last December.

Voted Against Defense

Many of the critics—both in the congress and out of the congress, who are against the administration and the handling of the war, were opposed to the administration when it was endeavoring to build up a defense before the attack on Pearl Harbor.

I have before me a list of bills, important defense measures, recommended by the President, that many of the present critics voted against, thereby voting against the defense of our nation.

Australia is a part of the British Dominions. England can hardly get any help there. Australia is almost entirely dependent, outside of its own limited resources, on the United States. We are sending all and everything we can to Russia because we fully realize the job the Russians are doing.

We cannot settle the Indian situation because the Indians themselves cannot agree on any kind of uniform policy.

Yet Willkie demands we settle it!

We believe in self-government for India, as we believed in self-government for the Philippines; and remember we were ready to give the Philippines absolute self-government in 1945. You know what would have happened to the Philippines. You know that the Philippines could not defend themselves. Neither could India, if it had self-government, without the aid of Britain and other countries.

We are doing all that we can with men and munitions in Egypt, which is a British possession. Why? Because Egypt and that surrounding country means opening up the Mediterranean so that we can pass through the Suez Canal from Britain, on the road to Australia. Willkie agreed with Russia that we are not doing enough for them, and he thereby disagreed with our leaders running the war.

Of course Russia and China and Australia and perhaps England are dissatisfied and are looking for more, because they are fighting for their lives and suffering beyond understanding, but let us ask ourselves one question:

How much would Russia do for us if we were engaged in war with Germany, and Russia herself had not been attacked?

Of course this should not be interpreted as endeavoring to withdraw any aid we can give Russia, but it is made as an answer to Willkie and as a matter of explanation to the millions of people who seem to think that we are not doing all that we can. As a result of Willkie's extravagant, sentimental, clever political statements, those people over there may be deceived.

Gave False Impression

I repeat, I admire the stand Willkie has taken in this war, but I certainly do not admire his radio address because it has created a false impression in the minds of the masses of innocent Americans, and this false impression leads to discontent, which we cannot afford.

We need unity and Willkie had to find some issue that would throw some doubt on the management of the present war in order to build himself up with the masses of the Republican voters who are beginning to lose confidence in him and who may shelve him for the Republican nomination for President in 1944. His star is waning just now.

I may be wrong, but my personal judgment is that the greatest blunder we can make in the management of this war is to start to open a second front, or a third front, without having enough supplies of every description in that particular spot to keep up a battle of at least six months.

Some of the places we have lost was not because of lack of courage on the part of our men who went down to death fighting, but because we did not have sufficient equipment or ammunition or other supplies to carry on. It is not an easy matter to get ships, and even with ships to get the supplies and deliver them seven,

eight or ten thousand miles away.

In my judgment our American government and people are doing everything they humanly can to help our sister allied nations in this war. There is no use in sending armies over there and sacrificing the flower

of our youth unless we give consideration to supplying them with the tools of war before we rush them into the jaws of death.

Neither do I believe that ten thousand politicians should be allowed to run the war.

Denver Sponsors Key Campaign

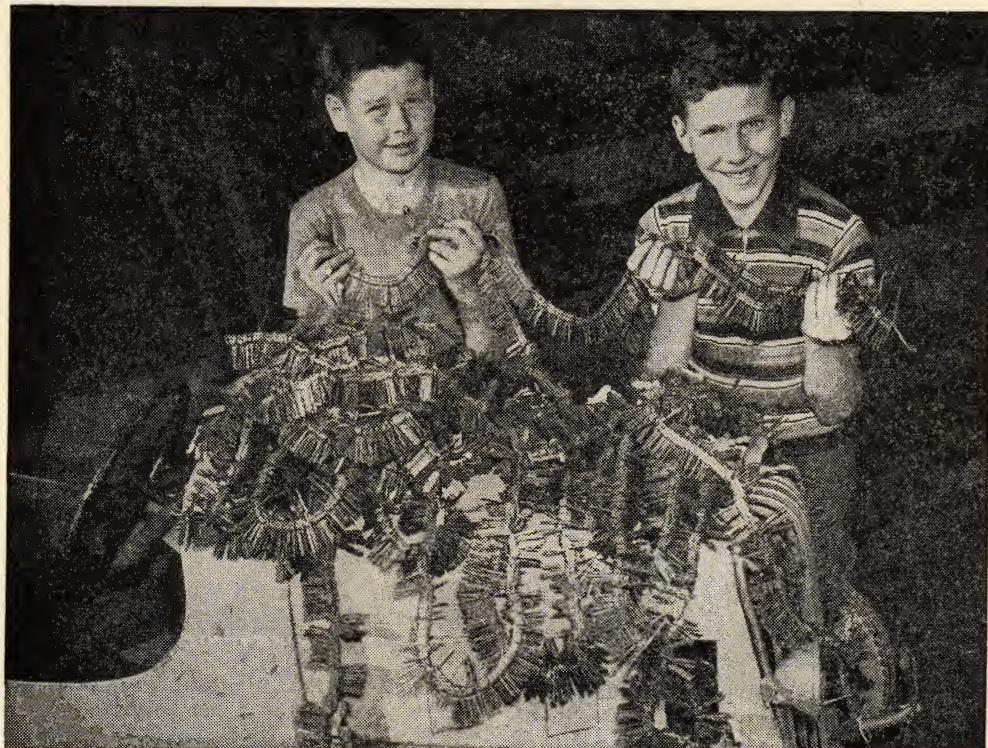


Photo by courtesy of the *Denver Rocky Mountain News*.

Here are Lex Lindsay and Bruce Bechtold, the 13-year-old boys who won the key contest sponsored by the Denver Joint Council of Teamsters and the *Rocky Mountain News*. The boys are shown with part of the 27,200 keys they collected to win the \$100 war bond offered by the Teamsters for the largest key contribution. They brought their keys to the newspaper offices in their home-made jeep while a police escort cleared traffic for them.

THE Denver Joint Council of Teamsters recently concluded a campaign in conjunction with the *Rocky Mountain News* which brought state-wide recognition to the organization

and 500 pounds of keys for the war salvage drive.

Keys are one of the most valuable sources of metal for war purposes and when the Teamsters and the

Rocky Mountain News set out to clean the city of every disused key, they had no idea how many thousands would pour in.

The winners of the contest, two 13-year-old boys, turned in 27,200 keys by themselves and won a \$100 war bond contributed by the Denver joint council. The council donated another \$100 bond for the key that would open a lock in the newspaper office.

The contest ran for two weeks and every day during that time the people of Denver were forcefully remind-

ed that Uncle Sam needed their old keys and that the Teamsters were paying top prices for them.

One of the keys turned in was more than 200 years old and another was the key to a home in Breslau, Germany, formerly occupied by the family of the donor. He said he hoped it would go back to the Fatherland in the form of high explosives.

He probably will get his wish. The quarter-ton of keys has been sorted and turned in to the salvage drive by the *Rocky Mountain News*.

Election Reflections 1942 1944

TOM DEWEY is going to give a liberal administration in New York State. He is playing for bigger stakes — perhaps the presidency of the United States. All political leaders coming out of New York State in recent years are much more liberal, no matter what party they belong to, than some of those coming from the rock-bound Democratic South.

— • —
The result of the last election proves conclusively that Roosevelt is the leader of his party. The writer of these notes handled the labor campaign for the past three general elections and he knows that Roosevelt carried with him many Democrats who would not have been elected if Roosevelt's name had not been on the ballot.
— • —

The Democrats are still holding a majority in congress, but there are two or three kinds of Democrats. No Republican could be more adverse to labor's human rights and interests than Smith of Virginia, recently elected, and that goes for some others who have the label of "Democrat."

In the last election, Congressman Smith of Virginia was embarrassed by a labor candidate and it made him do some thinking and perhaps spend some money to be re-elected. In the next election Smith may have more to worry about unless he changes his antagonistic attitude toward organized labor and the working people.

— • —
We just have to laugh within ourselves when we hear of some political leader in New York stating he "made Roosevelt." Politically, the truth is, that Franklin D. Roosevelt made many of those political leaders. Some men would never have been heard of were they not attached to Roosevelt's campaign in 1932, but unfortunately the disease of self-importance got hold of them and they began to think that they were all-powerful and they will wind up forgotten men, because of their false ego. However, many of them will wind up better off financially than when they started.

— • —
If the Republican Party in California consists of wise men, they will play to organized labor and they will

not be governed by the false bitterness of the employers' associations or Associated Farmers, etc., which have for years made a bogie man out of the so-called "hot cargo" question. In simplified language, for the benefit of those people outside of California, the right to refuse to handle goods transported by non-union men, or goods of corporations and institutions which are distinctly opposed to the trade union movement and who have disagreements with legitimate organized labor, is called "hot cargo."

If the so-called "hot cargo" is abused by labor, or if men go too far, then they bring about dangerous, serious, adverse legislation. On the other hand, if employers go too far on this question, you can rest assured that there will be another political revolution in 1944, and "hot cargoes" will be repealed, as well as other abuses inflicted on the masses of the workers, by the enemies of labor.

One Republican we were happy to see elected was Governor Stassen of Minnesota. We regret that Governor Stassen is going to leave his post and is going to serve his country as an officer of the Navy. He is doing this purely for patriotic purposes, but we feel he would be much more useful to the people of Minnesota and much more helpful to the nation, if he were to remain as governor.

Dewey and Stassen would make the strongest team the Republicans could put up in the next election. No Democrat would have a chance to beat them — except Roosevelt — and perhaps some strong man that Roosevelt might choose to run with him. If the war is over and a peace treaty writ-

ten, you can rest assured that Franklin D. Roosevelt will not be a candidate. Otherwise, if peace is not written, he must stay on the job, even if he sacrifices his life. No other man in our country knows this awful situation as he does.

The workers of the nation have no reason to be alarmed about the shake-up, politically. The workers of the nation, however, must beware, and that means to think seriously of the situation confronting them.

The workers may look for the introduction, immediately after the first of the year, of adverse labor legislation and that agitation will be carried on under the banner of patriotism, and the cry—"We are now in war." It is the opinion of the writer (and I hope he is mistaken) that some of the so-called patriotic, but adverse, labor legislation will be enacted.

We are not surprised at the result of the election. It is not unwholesome to have a party, drunk with its power, sometimes re-shuffled. We deeply regret the defeat of men like George Norris, who gave his life to the service of the nation.

Men who do not prize and love liberty deserve to lose it.

Any man who refuses to vote is not deserving of the right to vote.

In many countries men would gladly die for the privilege of the free franchise. In our country men died to establish it. Millions of workers in our country in the last election did not think it was worth exercising.

DANIEL J. TOBIN.

A tire which will last 10,000 miles at a speed of 50 miles per hour will go 18,000 miles at 35 miles per hour.

Labor Draft May be Necessary

— But Time Has Not Yet Arrived

IT MAY be necessary to draft labor before the war is over, but the necessity does not yet exist, according to the testimony of President Daniel J. Tobin on November 16 in Washington, D. C., before the senate subcommittee considering legislation on the question.

His formal testimony follows:

Mr. Chairman and Gentlemen
of the Committee:

I have read the statements made by labor men appearing before this committee, amongst them President William Green of the American Federation of Labor, President Philip Murray of the Congress of Industrial Organizations, George Harrison, and several others. The consensus of opinion amongst all of those men is that there is no need now of any such thing as compulsory legislation which would have a tendency to deprive the workers of any of the liberties which they presently enjoy, until there is a further development of need of such action.

Progress Through Privation

I believe it would be wasting the time of this committee to repeat what most of those gentlemen have already said. However, I desire to say that I am one of those who has worked in the labor movement as an official for many, many years, and I have worked under unpleasant circumstances, bordering on slavery.

The progress that labor has made during the past 40 years has been made only through suffering, privation and education. Those slow, hard won steps forward should not be re-

traced unless it can be proven that the very safety of the nation and our present civilization is in danger.

The statement of Mr. Green, quoting the action of the Toronto convention of the American Federation of Labor held in October of this year, was a declaration to which the members of the International Brotherhood of Teamsters subscribed at that time.

Conditions Change Rapidly

There is, however, a changing of the war picture from day to day, and it may become necessary from month to month to liberalize our ideas and opinions, based on conditions and circumstances surrounding the war effort.

All of us know that even within a week we have received information that substantially transforms the picture as we understood it one week before.

With the landing of an army of over 100,000 men on the shores of Africa, we must realize the enormous amount of equipment, food and supplies necessary to maintain such an army. It is not only possible, but it is probable, that other armies of Americans will be set up in other parts of the world within the next year.

I do not like the word "compulsion." I do not like its meaning. It isn't in line with American ideas of freedom. But there is such a thing as the leaders of the government of this country, who are charged with the responsibility of conducting the war insofar as our country is concerned—I repeat, there is such a thing as those leaders of government—answerable to all of

the people—being compelled to request that greater sacrifices be made, to the end that we may bring this struggle to a successful ending.

If, on the other hand, the people of the nation, including the organized and unorganized workers, refuse to respond, then I believe it may become the unpleasant duty of the leaders of our government to compel acquiescence to the requests and requirements of the government.

In my address to the people of the nation on my return from England, delivered from Chicago on the evening of September 26, 1942, I made the following statement:

"The minister of labor also cannot only delegate workers from one kind of employment to another, but from place to place. Of course it must be understood that England is not a large country."

I also made the following statement:

"At the present time there is no such shortage of labor in our country as there is in England. They are going over every class to see where that person will be more useful in this great struggle of England to maintain her freedom, and from day to day changes are made in employment; all under the supervision of the minister of labor, and there are no complaints."

Mr. Bevin is in full charge of the distribution of labor. He is a member of the cabinet and he has full power in these matters. It is true he consults with and confers from day to day with the gentlemen in charge of production.

Fast Action Needed

England was in war for some time before they established this condition. They realized quite suddenly, after what appeared to be for awhile total disaster due to the fall of France, that they would have to go to extremes to do things quickly, and their only re-

gret was that they had not started before.

It must be understood that there is no such shortage of labor in our country as there was in England, and it should be kept in mind that we have had no disaster, up to now, similar to Dunkirk. At that time for days the picture of England standing up, looked pretty gloomy.

It is the consensus of opinion amongst many brilliant Englishmen that perhaps a military blunder was made by the enemy in not following up the fall of France immediately. I bring these matters out to say that in discussing this question before congress these things should be kept in mind; mainly that we have no such condition here as we had in England.

Distribute Farm Labor

The belief obtains amongst the workers in our country that there is a surplus of labor in many places that has not been properly distributed, and that there has been no effort to distribute it, while other employments have been robbed of necessary fundamental workers.

As in Britain, our labor people believe that under no circumstances should men from the farms of our nation be allowed to either enlist, be subject to the draft, or go into other employments.

Even if a farmer has a surplus of labor—which is not usually the case—that surplus should be distributed to other farms. Farming cannot be picked up in a few days or a few months. The production of food and other farm commodities is absolutely necessary to the success of our war.

The farmer, of course, is mainly responsible for men leaving the farm, because labor has been poorly paid and the working hours are long. Even

the sons and daughters of farmers are eager to leave the farms and go into any other kind of employment, to be relieved of starvation wages and long hours.

It is my judgment that greater care should be taken before disturbing workers engaged in the transportation of either men or materials.

I fully realize that it is very easy to sit back and criticize the efforts made by others, and that those who criticize most have the least constructive criticism. But any person who had to do with the last great World War and who has seen the procedure in this war, the numerous entanglements and the enormity of the conflict, instead of finding fault, it seems to me that up to now he should be very happy at the success obtaining.

In saying this I am not unmindful of the necessity of making provision for the future, if, in our judgment, we can devise better machinery; because it is my opinion—and I hope I am mistaken—that this struggle is far from its ending. It's a long road to Tokyo and Berlin.

One of the suggestions that I have to make is that there should be a centralization of authority. The difficulty is in finding men with the courage and ability to assume the great responsibilities placed on their shoulders by such authority.

Don't Wait for Crisis

In many instances men who are capable are unwilling to sacrifice themselves because of the unjust criticism coming not only from the critics of the government, but from their friends.

But sacrifices must be made, in my judgment, and men must be drafted, no matter how, to assume those great responsibilities, and they should be

held responsible for their actions and for the carrying out, without fear or favor, of the duties of their office.

They should be answerable only to the President of the United States, who should have the absolute power of removal of any person or persons holding positions of responsibility who are incapable of filling those positions. I think the success so far in England has been due to centralization of power and responsibility.

Having in mind the declaration of the convention of the American Federation of Labor and the statements made by the preceding labor men, I am not quite sure that it would be well to wait until the absolute hour of need should strike at our door before we set up the proper machinery. Unpreparedness has been the cause of failure in more than one instance even since this struggle began.

Protect Wage Levels

It is the judgment of many men, in and out of the military and naval service, who should know, that if centralization of authority and coordination of that authority had prevailed in Pearl Harbor, the disaster might not have been as serious as it was.

One of the most difficult problems confronting any movement towards conscription of labor would be the loss in wages and salaries to individuals moved from one employment to another. Those who want to unjustly criticize will say—"Why is it that labor holds up the almighty dollar in preference to making a sacrifice?"

That argument, in my judgment, is entirely unjustified. Under compulsion let us assume that a man running an elevator in a hotel in New York may receive \$30 per week, and that individual may be transferred to some necessary textile industry in the South where a \$15 weekly wage pre-

vails. In such instance the government should see to it that the individual was not required to make such a sacrifice. It should be considered sufficient sacrifice to move from his home and environment and go to work at employment with which he was unacquainted; but he should not be compelled to accept a substantial reduction in wages.

Those opposed to organized labor very often use this argument—"How about the man that joins the forces of the government for \$50 per month, and gives up a good job?" This is no argument. This is the price we owe our nation because of our physical condition.

Reduce Big Incomes

If I were between the ages of twenty-one and forty I would feel that it was part of my duty as a citizen, for the preservation of my nation, to accept the call to military service. Other men in other days gave up their lives on the battlefields, for the conditions that we now enjoy. This is a patriotic duty.

I might state here that if the profits from investments were dispensed with during the period of the war, as they are in England, we might have less conflict as to paying the worker the wage he is at present receiving if he is compelled to change from one employment to another.

I stated over the air to the nation in September, that there were only 80 people in England receiving over \$25,000 a year. I had this information almost directly from the British Chancellor of the Exchequer.

Three years ago when the war began in England, there were 7,000 persons receiving \$25,000 or more per year. Suppose we were to apply this condition to our country. It is my judgment it would clear up a great

deal of this wrangling and false interpretations of the position and intent of the workers to maintain a living wage.

Army Pay High

In the army the minimum is \$50 a month for a private. He is furnished with clothing, medical service, food, and many other conditions that amount to perhaps over \$100 a month. And this is the very lowest recompense for men in the service. They go from there on up, in accordance with the length and quality of the service rendered.

There are millions of workers in the nation in industrial life who are working for less than this. On the other hand, industry in Great Britain has been taxed almost to the point of confiscation.

If you will distribute the profits of industry or commandeer it through taxation, and hold employers and investors down to the conditions obtaining in England, you will be many steps nearer a solution of this problem, and you will find there will be less misunderstanding about the distribution, even the compulsory allotment of labor in the different fields and districts where labor is required, as time goes on.

Explain Need to Workers

I am an absolute believer in using every means within our power before we use compulsion. The masses of the toilers of the nation want things explained to them. They want to be shown the necessity for doing certain things, and their minds are open. If you can establish the confidence of the workers you will have no need to fear the final results.

I cannot take 600,000 truck drivers throughout the nation and force something down their throats overnight.

But I can, and have, over a period of a few months—even since Pearl Harbor—through education and personal appeals, convinced them of the necessity of surrendering certain rights while our nation is engaged in this struggle, and I have had response beyond my highest expectations.

If I were to issue an order in Chicago that truck drivers must, on a certain day, do so and so, without any preparation or notice, I would have 40,000 men on strike in Chicago. And you can't spare the army to run 40,000 trucks in Chicago, New York, or any other large city.

Americans to the Core

But if you show those men—who are Americans to the core, who love their country and the freedom they have obtained—if you show them that it is necessary to do those things, that labor should temporarily surrender some rights during the period of the war, I believe you can accomplish better results than by compulsory legislation at this time.

It has been stated that there has been no analysis made of the labor shortage or of the over-supply of labor; that a census should be obtained immediately. It is my opinion that even if you never needed this census, it should be obtained; but at any rate it is needed now before we give further thought to compulsory manpower legislation.

When you force a man or woman to do anything against their wishes, you only get one-third results. Convince those individuals or establish the confidence of your case in their minds, and you will get 100 per cent results.

It may be that as time goes on, at the end of six or eight months, we may be confronted with a situation in which we may need to prepare for compulsory manpower distribution,

but we haven't reached that point yet, in my judgment.

It may be that we will need other legislation, such as the deduction of a certain amount of the earnings of an individual which could be placed away in safety by our government, to help stem the dark clouds of unemployment after the ending of the war.

I say we *may* need this kind of regulation, but I feel that at this time it is better to continue our endeavors to educate, encourage, enlighten, and bring the picture of the real conditions before the minds of the American workers, than to establish laws that would have a tendency to interfere with the present freedom of the toilers of the nation.

Gentlemen, I am happy and pleased with the progress we are making and with the unity of action and helpfulness—without compulsion—displayed by the toilers of the nation since we entered into this life and death struggle as a result of the unforeseen and unprepared-for incident of Pearl Harbor.

It should be remembered that laws and rules, once established, are often difficult to disestablish, even though it is understood the laws are for a limited period. It is always difficult to get back something you give away.

Defer Manpower Draft

I dread the thought of the after-the-war demoralization of men and industry.

I witnessed conditions after the last war, which was only a sideshow compared to this present world struggle, and I don't want to see a repetition of what we endured then, when millions of men and women were thrown on the market of unemployment.

Any legislation at this time which would disestablish the working condi-

tions, such as lengthening the hours or interfering with other conditions that have been obtained by the long struggle of organized labor, should be given serious thought and should not be entered into unless as a last resort.

If a more serious condition prevails—and it is possible that it will—

I am satisfied that the working men and women of the nation will respond to the need of the nation, because it is their nation, their country, they have the most at stake. It is my personal opinion that at this time compulsory drafting of manpower should be deferred.

Rules of Membership Are Simple

— You Must Work at Craft

WE ARE repeatedly asked to permit men to continue membership in our union after they cease employment at our craft. For instance, a man is appointed to the police force and he is sent out to drive a patrol car or police car.

Some business agent whose ear has been whispered into, or some local officer, makes a plea that he is driving and should be allowed to continue his membership. Such a plea is thorough ignorance or else cheap, inside politics.

A policeman driving a police car is working as a police officer and as a result of the strike of the policemen in Boston over 30 years ago, it was the consensus of opinion that policemen should not join labor unions.

The same is true for other branches of political or civilian life, and there should be no deviation or quibbling about such a position. When a man ceases to work at our craft and goes to work at another craft or trade, even though he drives in connection with his employment, he is not entitled to membership in our organization and must be given a withdrawal card.

It isn't a question of *perhaps* he should be given a withdrawal card. It is a case of he *must* be given a with-

drawal card. And local executive boards or business agents who try to quibble about this point or try to evade the written word of the constitution, which they have sworn to carry out, can be seriously reprimanded by the general executive board for such evasion or quibbling.

If a local union has death benefits of \$400 or so, or if the local union has sick benefits, some fellows who, for political reasons, want to hold their membership, will raise the point that they are entitled to those benefits.

Absolutely they are not entitled to those benefits, because no local union can make any rule that interferes with the constitution of the International Union; and the constitution is plain and clear that if a man is not working at our craft—and we are the ones who shall define what our craft is—he must be disassociated from the union by being given a withdrawal card.

When a person comes into the union he pledges himself to abide by the constitution and laws of the International Union and of the local union. Consequently no person has any legal right to contend that he can hold membership in our union because of the benefits after he is employed at another craft or leaves our employment.

Board Backs U. S. Government

Minutes of Meeting of General Executive Board, Held in Royal York Hotel, Toronto, Canada, October, 1942

A MEETING of the general executive board was held in Toronto, Canada, in October, 1942, during the convention of the American Federation of Labor. On roll call, all members were present.

The general president stated that there were a few matters of importance that he desired to bring before the board owing to the fact that our organization has been confronted with many serious problems, including rubber and gasoline rationing, since the meeting in January.

The general president reported, however, that our membership was holding up splendidly and that in almost all instances the orders of the government on the "no strike" question were being scrupulously obeyed by the officers and the rank and file of our membership.

Some Employers Balk

However, it was further stated by the general president that there were some few instances where employers were willfully delaying negotiations, refusing to enter into negotiations, and forcing cases that should and could be settled at home, before the National War Labor Board.

The general president reported that he was requested by governmental officials to make reports to Washington on any employer or employers who, in his judgment, were willfully refusing to go along with the policy of the government — that is, to sit down and negotiate as before the war, and use every means in their power to reach a settlement; also to report

employers or unions who were violating agreements, and especially to keep a record of officers of unions or officers of employers' associations, or individual employers who were, in his judgment, causing unnecessary agitation and disturbance within the industry.

Proud of Membership

Reports were made by each of the vice-presidents on their districts, and, to say the least, the reports were encouraging considering all the trouble we are running into resulting from the war. The general president stated after hearing those reports from the different sections of the country, that we had every reason to be proud of our work and our efforts in behalf of our government and our membership during this war.

Further information was given to the board that there were approximately 75,000 of our members now wearing uniforms in some branch of the service, many of them overseas. The general president further stated to the board that many of our officers were being drafted because of their age, their good health, and other qualifications they possess; that except in a few instances where men had families who were dependents, there were no requests for exemption or deferment.

He impressed upon the members of the board the necessity of spreading the doctrine amongst their members and their unions of finding active men who would not be subject to the draft, to be broken in and trained as

officers, to take the places of the officers called into the service of our country.

The general executive board discussed the question of the return of those men to their former positions after the war. It was brought out that the government requires that all men be returned to their former positions. This, however, applies to industry; but undoubtedly it will apply—and it has been so decided in many local unions—to the officers of our unions called to the service of our country. They are to have their positions given to them without contest on their return, provided they are physically fit to serve.

The question of carrying the officers of the union in good standing during their absence was discussed and it was decided that the proper thing to do would be for the unions, in the case of the officers only, to appropriate enough money each quarter or each six months to pay the dues of the salaried officers called to the service; that is, a check could be drawn by the secretary-treasurer for six months' dues or one year's dues, and turned in to the local union.

Discuss Death Benefits

It would be only a matter of a paper transaction with the exception of the fact that thirty cents each month would have to be paid to the International Union as per capita tax.

The matter pertaining to members going into the service is entirely in the hands of the local unions, but the International constitution and its provisions must not be lost sight of in such actions. Also the matter of local benefits to a man who is in the service is for the local union to handle.

The general executive board decided the International Union has nothing to do with local benefits provided,

of course, the local union properly accounts for its moneys and that honesty and accuracy prevail with regard to all transactions within the local union. It should be borne in mind, however, that it is possible many of those men going into the service will be unable to resume their former employments and it may be too much of a burden for local unions to carry.

Vice-President McLaughlin called to the attention of the board the system obtaining in Local Union 85, Truck Drivers of San Francisco, in which case the maximum in case of death for any member in the service would be two hundred dollars. This is below the regular amount paid.

Buy More Bonds!

It was stressed that local unions must watch themselves and not involve themselves in any action that might lead towards financial difficulties in the union. The general president also reminded the board members that after the last war many local unions were bankrupt as a result of unemployment. Men were unable to pay their dues and the overhead expenses could not be met during the days of the depression.

The general president reported that the membership was holding up in very fine shape and that our financial condition was encouraging. He also reported that most of the moneys of the International Union were placed in government bonds, and that we were receiving enough interest on those bonds to almost pay the salaries and expenses of officials in headquarters.

The general president recommended to the board members that they advise all of their local unions and individual members that had money to spare, to invest in government bonds, as it was difficult now to say

what other investment would be considered safe at the ending of this world conflict.

He gave figures to the board of the depreciation in real estate values after the last war and after the Civil War, and stated that taxation would eat up the values in real estate. He also stated that while industrial investments paid more now than government bonds, eventually government bonds would be the safest.

Tobin Refuses Gift

The general president made a full report about the action of the general executive board at its meeting in January deciding to purchase a winter home for the general president so that his health and strength might be conserved. This was in accordance with the opinion of counsel, based on the action of the last national convention.

The general president stated to the board that he did not want any property purchased with the money of the International Union in his name; that said property should be in the name of the International Union. He also stated that although everything was perfectly legal and within the rights and power of the general executive board, he did not desire to occupy this property.

All this, he stated, would be published in the journal and he asked the board to acquiesce to his decision in this instance. The board agreed. They regretted the action of the general president in this case but eventually decided to be governed by his opinions.

The general president stated that in accordance with the procedure obtaining for years—approved by our conventions — when an organizer ceased to be employed by the International Union his insurance, carried

and paid by the International Union, was returned to him and from then on the International Union would not continue to pay the premiums.

In other words, the International Union takes care of the premiums of its International, full-time, salaried organizers and officials, and after they cease working for the International Union it is a matter for them to decide. The International Union is under no liability in the future as to the expense of insurance. The board approved such procedure.

The general president stated that it was the custom resulting from procedure of some years ago, to leave it to his judgment to delete from publication in the official journal any part of the minutes of the meetings of the board which in the judgment of the general president would not be helpful to the International Union in such publication. The general executive board approved such procedure.

Green Praises Teamsters

President William Green of the American Federation of Labor appeared before the general executive board and delivered a short address commending the Teamsters for the splendid work they are doing and for the support and backing they are giving the Federation throughout the country.

He stated that he was proud of the progress made by the Teamsters' Union and he said he had no hesitancy in saying that one of the forceful, militant organizations that was so helpful in carrying on the work of the Federation was the International Brotherhood of Teamsters.

The general president reminded the board that at the meeting in January, 1942, it was ordered that the quarterly financial statement sent out by the general secretary-treas-

urer be condensed. The president reported that there were no complaints from any part of the country and it was necessary to continue this procedure for many reasons, and that many other organizations of labor were doing the same thing. The action of the board at its January meeting was reaffirmed.

Books Often Audited

The general president stated that of course any duly accredited official of the union or any member of the board could at any time get any information pertaining to the financial standing of our International Union, as there is recorded in headquarters an itemized statement and receipt for all moneys taken in and expended from month to month and from year to year; and that the books of the International Union and all of its financial transactions were open for inspection at any time to any member of the board or to any properly credentialed official of our union. He further stated that our International trustees audit our books, as per the constitution, every six months, and that certified public accountants go over our books and report the financial condition to the general president every three months.

Secretary-Treasurer Gillespie reported to the general executive board the case of the Newspaper Drivers in Pittsburgh, Pa. One individual in that union who had been causing more or less trouble, had charges preferred against him. Those charges were not acted upon because of the fact that the individual had gone into the military service of the United States.

Brother Gillespie also brought before the board the case of Local Union No. 294, Albany, N. Y., stating that Organizer Edward Murphy had been

removed as trustee and that Organizer James R. Ruehl had been appointed in his place. As soon as this local union, or any other local union, is able to handle its own affairs by conscientious, competent officers the trusteeship will be lifted. It is not the desire of the International Union to continue trusteeships any longer than is necessary—only until we consider the local union capable of handling its own affairs, with the right kind of officers.

The question of a joint council charter for Oakland, California, was discussed. The general executive board instructed the general officers to ask whether or not the local unions still believe they should have a joint council charter. The general executive board did not look favorably upon the request at this time, during the disturbed conditions in our country. The local unions in Oakland have always been affiliated and worked in harmony with the San Francisco local unions.

The board believed that condition should be continued, but instructed the general secretary-treasurer to correspond with the local unions in Oakland, asking whether or not they still insisted on their request; and if they did, the same would be considered at the next regular meeting of the general executive board, to be held sometime in the early part of the year 1943.

Bakery Case Considered

Brother William Lee of Local Union No. 734, Bakery Drivers of Chicago, appeared before the board and made a progressive, somewhat encouraging statement about his visit to New York on the request of the general president. The case in question is that there are large numbers of bakery drivers working for the Ward, Continental and other bakeries in New

York, who are now members of the Bakery and Confectionery Workers' International Union.

Brother Lee's mission was to try to encourage those men to become members of the International Brotherhood of Teamsters, to which all the bakery drivers and salesmen should belong, as per the jurisdictional award granted the International Brotherhood of Teamsters by the American Federation of Labor. He said he was not discouraged, but that there were many stumbling blocks in the way.

It was brought out in the meeting that the international officers of the Bakery and Confectionery Workers' Union, headed by Andrew Myrup, were very anxious to respect the jurisdiction of the International Brotherhood of Teamsters and that they would do all they could to be helpful in getting these drivers into our International Union.

Will Continue Efforts

Brother Lee was requested by the board to continue his efforts and also to impress upon our own people, the officers of Local Union No. 802, to be as considerate as they could in this matter, to the end that at least for the period of the war, all drivers and helpers come under the jurisdiction of the International Brotherhood of Teamsters.

Brother Gillespie called to the attention of the board a request sent in by W. J. Kerrigan, secretary-treasurer of Local Union No. 727 of Chicago, asking for an opportunity for the officers of the local union to appear before the board for the purpose of presenting their case—which, in substance, meant some financial assistance.

It was decided by the board that Brother Gillespie should correspond with the officers of the local union and

ask them to state their case in writing, and that the board would, at its next meeting, go over their request; but the board expressed itself as being opposed—in accordance with the constitution—to granting financial aid to a local union that did not have unusual financial drains or serious disturbances within their organization, and especially to any local union that did not cut its overhead expenses to the bone.

Brother Gillespie presented a letter dealing with a jurisdictional dispute between Local Union No. 498, Kansas City, Kansas, and Local Union No. 541, Kansas City, Missouri. Action on this matter was postponed until the next meeting of the board.

Refuse Hoboken Charter

The case of former Local Union 805, Waste Converters and Removers, of Hoboken, N. J., whose charter was revoked two years ago, was brought in before the board. These men collect the grease from hotels and they also have to do with the collection of garbage for hog feed, etc. Our members will remember that charges were preferred against the officers of this union.

They were found guilty of having within their membership undesirable characters. They were asked to disassociate such men from their membership. They refused to comply with the decision of the board after a trial was given them, from which trial they withdrew with their attorneys.

The trial was held in Washington, D. C., in the headquarters of the American Federation of Labor. The officers, headed by some of those undesirables, brought the International Union into the courts of New Jersey, and the courts sustained the International Union in all of its actions. The

charter of the local union was then revoked.

Many of the members are all right as union men and they desire reaffiliation. The board finds that those undesirables, for financial reasons, still have their fingers on the local union. The International Union will not charter them under those conditions.

Information came to the board that the Amalgamated Meat Cutters and Butcher Workmen were considering giving them a charter. Brother Gillespie and Brother Cashal were ordered to see the national officers of this organization, who were attending the convention of the American Federation of Labor, on this matter.

President Gorman said he knew nothing about it and if the matter came before him he would not permit those men in his organization, since they are drivers and helpers. The supposition now is that those suspended members of ours will be taken in, under cover, by the local representative of a local union in New York.

Our New York and New Jersey members should carefully understand this situation.

There were many other matters as to the general condition of the organization discussed by the board, especially matters pertaining to rubber and gasoline rationing.

Vice-President Beck made a report to the board of the many encouraging conferences held in Washington, on the rubber situation, with government officials. He is chairman of the

committee which was created by the board as a result of our meeting in February in Miami, Florida.

The general president stated that he had attended several of those sessions, as he happened to be in the cities in which the meetings were held, both in Chicago and Washington, and he had nothing but the highest praise for the work of the committee and he had no hesitancy in stating that were it not for the setting up of this committee, the situation, as far as our truckers were concerned, would have been much worse.

Makes Rubber Report

The committee was successful in meeting with the head men in both the Interstate Commerce Commission and the department having charge of the rubber situation, who themselves admitted that they were impressed and considerably helped by the members of the Teamsters' national committee dealing with this question.

As stated above, the board discussed many other matters dealing with the general policy of the organization and its future guidance, and opinions were expressed by each member of the board.

With the completion of all business, the board adjourned to meet again at the call of the general president.

Respectfully submitted,

DANIEL J. TOBIN,
General President.

They're Sorry Now--Burmese Flee from Japs

Belatedly realizing that their role in Japan's new order would be one of serving Nippon, several Burmese chiefs, who six months ago helped Tokyo fight Britain, this week fled into India and pledged their aid to the cause of the United Nations.

The Burmese reported that Japan, in its brief and brutal administration of Burma, had shown it would never grant the independence it had promised as a reward for aid in the war on Britain.—WPB Labor Press Service.

A. F. of L. Convention Successful

Report of Delegates to Convention of American Federation of Labor, Held in Toronto, Canada, October 5-14, 1942

THE 62nd annual convention of the American Federation of Labor was held in Toronto, Canada. The convention opened in the large hall of the Royal York Hotel on Monday morning, October 5, 1942. Your delegates were all present. The opening was very impressive. The national anthems of the United States and Canada were beautifully rendered. The Toronto Symphony Orchestra, under the direction of Sir Ernest MacMillan, gave a concert preceding the opening of the convention, which was impressive, entertaining and inspiring.

William Jenoves, president of the Toronto District Labor Council, introduced the Most Reverend J. C. McGuigan, archbishop of the Diocese of Toronto, who delivered the invocation. The mayor of Toronto, Fred J. Conboy, welcomed the delegates on behalf of the City of Toronto.

Prime Minister Speaks

Many other important speakers addressed the convention, including the Hon. Humphrey Mitchell, a prominent member of the national war cabinet of Canada.

During the sessions of the convention Prime Minister Mackenzie King delivered one of the most inspiring addresses we have yet heard from any public official in any convention of the American Federation of Labor. Some delegate said that Mackenzie King was a splendid, progressive speaker and writer, but his actions, dealing with labor in Canada, were not always up to his expressions.

The next procedure was an answer by President Green to those speakers who had addressed the convention. Then the committee on rules and order brought in its report in the afternoon session. The committee on credentials also reported, and the International Brotherhood of Teamsters, as in previous years, had the largest voting strength of any organization in the convention, our total vote being 5,056. The next largest organization was the Carpenters' International Union, which had a vote of 3,667.

Carpenters Win Decision

Your delegates were appointed on many important committees and attended strictly to the work of the convention. We had one new delegate this year, John R. Bray, of the Coal Teamsters of Chicago. President Tobin appointed him for this convention only to take the place of the recently deceased George Wilson, of the Ice Teamsters of Chicago, who passed to the Great Beyond during the last year. Brother Bray was very much interested and quite helpful, but many of his old-time associates missed the smiling, genial presence of George Wilson.

To say the least, the convention was most inspiring and helpful and constructive. There were no jurisdictional disputes to amount to anything before the convention. There was a controversy between the Carpenters and the Machinists, on which a decision was rendered by the executive council. The Machinists appealed from the action of the executive coun-

cil, and after several hours' discussion the action of the council was approved by the convention.

There was no contest for any of the offices in the Federation, the delegates believing that at this time the least disturbance and confusion within the labor movement would be the most helpful.

Many of the delegates had heard about the radio address delivered by our general president from Chicago on his return from a recent trip to England, and they requested that it be repeated at the convention. A transcription was therefore provided and the address was given to the convention by transcription.

The general president stated from the platform that he intended making no oral report to the convention on his trip to Europe; that as a delegate to the British Trades Union Congress, representing the American Federation of Labor, he had made his report on that matter to the executive council, and said report was published in the proceedings of the convention.

Many Officials Speak

There were present at this convention many prominent officials of our government, proving the great interest taken by our government and the Canadian government in the work, declarations, expressions and resolutions of the American Federation of Labor.

Amongst the officials who addressed the convention were Frances Perkins, secretary of labor; Assistant Secretary of War Patterson; representatives of the army and navy, and many of the leading officials of the government of Canada.

The British Trades Union Congress was represented by two fraternal delegates, Jack Tanner and Arthur Byrn Roberts, whom the general

president met over there recently and who were entertained by your International officials, as were many other of the leading visitors to the convention, for the purpose of discussing the affairs of the International Brotherhood of Teamsters and affairs in general dealing with labor and government at this particular time.

The city of Boston was selected as the next convention city, providing it will be possible for the Federation to hold a convention or to have transportation provided for; and it is now doubtful whether or not such convention can be held next year. However, if it is held, Boston was the unanimous choice of the convention. Kansas City and others which were candidates, withdrew in favor of Boston.

Tobin Answer Praised

Perhaps the most interesting and exciting moments of the convention were when the general president of the International Brotherhood of Teamsters raised a point of personal privilege which was granted, and answered the attacks made the preceding day by Delegate A. Philip Randolph representing the Sleeping Car Porters, on both the British Government and the British Trade Union Movement, and on many international unions of the American Federation of Labor.

The statement made by President Tobin was published in last month's journal. We might state right here that many leading men in the convention, many business men, and many visitors offered their congratulations to your delegates for the remarks of President Tobin, as referred to above.

Might we state here that during recess hours, in the evening and on Sundays, our general executive board was meeting and discussing many ques-

tions and policies pertaining to the International Union.

We, your delegates, desire to say that we were much impressed by the constructive work of the convention, especially during these serious days that now confront the nation and the trade union movement. It is without a doubt one of the great symbols of democracy and freedom that this convention was held and that all men were free to express themselves as they desired on any question or subject.

If only the workers of persecuted countries could look into the democratic, freedom-loving faces of the delegates, and listen to the expressions of government officials, and then compare these conditions with those obtaining in their own countries, we believe it would be helpful.

To us, at least, it had this effect—that we prize our liberty more than ever before and we are determined to go back to our work and advise our people of the necessity of suffering inconveniences and hardships, if nec-

essary to do so, and do everything within our power to convince our membership and our associates of the necessity of making greater sacrifices, to the end that we, the working people of America, continue to enjoy this freedom and this liberty based on the justice of the laws of our country, which the labor movement has helped to inaugurate and which it will continue to strive to perpetuate.

In closing, your delegates desire to say that we did all we could, as we see the light, to represent you, our membership, in a dignified manner, preserving the integrity of our union and endeavoring to contribute in our humble way to the continued strength of the International Union and the labor movement in general.

Respectfully submitted,

DANIEL J. TOBIN
JOHN M. GILLESPIE
FRANK W. BREWSTER
JOHN O'ROURKE
ROBERT LESTER
JOHN R. BRAY

We Are Fighting "Beasts" Says YMCA Man

THE brotherly love boys who say we are fighting Hitler and not the German people should talk to J. W. Brown who represented the international committee of the Y. M. C. A. in Roumania for 20 years.

Brown had some experience with the Germans in Bucharest the day after Bulgaria declared war on the United States last December. And he adds his voice to those of other missionaries, church workers and civilians who have fallen into the hands of the Germans or Japs.

"The people of the United States have no conception whatsoever of the beastly and barbarian manner in

which Nazi prisoners are being treated," he said on his return to this country.

"I was held in solitary confinement and fed black water and soup twice a day. Then one night I was questioned by the chief of the Gestapo in Bucharest. This lasted until 2 a. m.

"I was strung up by my wrists and was beaten with a rubber club for about 45 minutes. My arms were twisted until they felt as though they would drop off and then those fiendish barbarians pushed my toenails back until I had no feeling whatsoever.

"We are not fighting a nation of human beings, but a nation of beasts."

Morgan's "Safety" Record

E. J. EFFINGER of Thief River Falls, Minn., was amazed when he picked up *Collier's* magazine last month and discovered an item whitewashing the notorious Morgan Packing Co. of Austin, Ind., which has probably the blackest driving record in the country.

The company was recently threatened with the loss of its insurance because its non-union drivers had 230 accidents in 11 months, killing eight people and injuring 22.

The item in *Collier's* stated that the Morgan Packing Company "holds the American record for safe driving of commercial vehicles. Recently its trucks covered 4,103,000 miles without an accident causing injury, death or property damage."

When Effinger saw that he wrote us: "I'm a member of Local No. 581 and I stuck my neck out a while ago on the Morgan truck drivers. Please explain the enclosed clipping so I won't have to back water. Looks to me like someone owes someone an apology."

You won't have to back water, Brother Effinger, because we investigated that.

We wired *Collier's* for the source of its information and the magazine replied that it was the National Safety Council in Chicago.

We telephoned the National Safety Council and found that their statistics showed such a record, not "recently," but for the six months ending in August, 1938.

But here's the catch:

THE STATISTICS WERE SUPPLIED BY THE MORGAN PACKING COMPANY!

The National Safety Council did not compile the record itself and it did not check or verify the report of the Morgan Packing Co.

In other words, Morgan just said it had such a record. The National Safety Council accepted it and *Collier's* printed it in the column of Freling Foster, which contains many strange and amazing facts.

This one about Morgan is the strangest and most amazing it ever ran. And it was printed AFTER Morgan trucks had left a trail of death and destruction behind them.

As Effinger says, somebody owes somebody an apology. We suspect that Morgan pulled a fast one on *Collier's* and also on the National Safety Council. We'll let them argue that out.

But in the face of the criminal record established by the Morgan Packing Co., we doubt if it will apologize to anyone. The company record in court shows convictions for 18 violations of the federal pure food laws in sending contaminated and adulterated products into interstate commerce.

Morgan's record still smells as badly as its putrified products.

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